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DEPARTMENT OF FISHERIES, BENGAL AND BIHAR AND ORISSA.

BULLETIN No. 14.

STATISTICS OF FISH IMPORTED INTO CALCUTTA

FOR THE

YEAR ENDING 31<sup>ST</sup> MARCH 1919.



CALCUTTA :

THE BENGAL SECRETARIAT BOOK DEPOT.

1919.

[Price—Indian, 8 annas ; English, 9d.]

Winnipeg State Natural History Society  
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STATISTICS BULLETIN NO. CALCUTTA

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YEAR ENDING 31st MARCH 1918



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BULLETIN No. 14.

STATISTICS OF FISH IMPORTED INTO CALCUTTA

FOR THE

YEAR ENDING 31st MARCH 1919.

The statistics relating to fish imported into Calcutta during the year ending 31st March 1919, collected and tabulated by the Director of Statistics are published herewith for general information. The figures for the past four years and the year under report are as follows :—

					Mds.	Tons.
1914-15	..	...	...	...	126,108	= 4,633
1915-16	...	...	...	...	240,143	= 8,822
1916-17	...	...	...	...	317,149	= 11,650
1917-18	...	...	...	...	301,258	= 11,067
1918-19	...	...	...	...	306,037	= 11,242

The imports for the year under report as compared with that of the last year show an increase of about 4,780 maunds (175 tons), or 1·6 per cent. The increase, however, is so small as to have had practically no effect on either the quality or the price of the fish imported.

As was pointed out in the introduction to the statistics for the year 1917-18, the imports of fish vary very strikingly from year to year. This is also true so far as the various important centres for the export of fish are concerned.

The following table shows a very marked and regular decrease in the exports from all the places except Goalundo during the year under report :—

			1915.	1916.	1917.	1918.	1919.
			Mds.	Mds.	Mds.	Mds.	Mds.
Goalundo	...	...	11,096	32,844	15,696	21,003	30,123
Khulna	...	...	7,226	10,400	12,265	7,384	7,026
Ashuganj	...	...	1,725	6,090	4,312	4,788	3,295
Khagaria	...	...	1,159	990	3,356	2,972	2,920
Belgachi	...	...	1,383	5,621	4,263	6,797	2,849
Canning Town	...	...	7,092	2,538	22,038	23,279	7,266
Diamond Harbour	...	...	1,819	5,135	10,399	2,500	2,043
Budge-Budge	...	...	1,382	3,910	5,404	2,424	1,159

It is possible that the decrease is more artificial than real, and that decrease in exports is due more to the shortage of the working season and the number of fishermen than to the quantity of fish available.

The exports from the Chilka Lake and the coastal places on the Bay of Bengal have risen by 2,448 maunds as compared with the exports for the last year. The following table shows the comparative figures for the four principal centres of export from the years 1915-16 onwards :—

			1915-16	1916-17.	1917-18.	1918-19.
			Mds.	Mds.	Mds.	Mds.
Kalupara Ghât	...	...	4,139	5,517	6,526	7,982
Balugaon	...	...	3,762	2,816	1,349	2,011
Puri	...	...	303	845	846	741
Balasore	...	...	1,846	2,100	2,047	2,482

During the last few years Fishery Companies and individuals have been making efforts in these places to start work on real business lines, and the results show a regular, though a very slow, progress.



The comparative imports by road for years 1915-16 to 1918-19 are as follows :—

				Mds.	Tons.
1915-16	...	...	...	15,715	= 577
1916-17	...	...	...	68,704	= 2,523
1917-18	...	...	...	80,825	= 2,969
1918-19	...	...	...	68,473	= 2,515

In the last statistics the enormous increase in the exports for the years 1916-17 and 1917-18, was commented upon. This year's statistics, however, show a very sudden fall in the exports.

In the case of exports *viâ* canals, there has been a persistent fall as is clear from the table below. The small increase of about 190 tons over the exports of the past year does not materially change the situation. In my opinion the regular decrease in the exports by roads and *viâ* canals is due to decrease in the numbers of *jacla* (live) fishes which are getting very greatly reduced in numbers from year to year owing to the unrestricted and very destructive methods of fishing :—

				Mds.	Tons.
1915	...	...	...	41,248	= 1,515
1916	...	...	...	31,542	= 1,158
1917	...	...	...	29,232	= 1,073
1918	...	...	...	17,251	= 633
1919	...	...	...	22,370	= 821

*Summarized statement of imports of fish into Calcutta for the last five years.*

	1914-15		1915-16		1916-17		1917-18		1918-19	
I—RAILWAYS.										
	Mds.	Srs. Tons.	Mds.	Srs. Tons.	Mds.	Srs. Tons.	Mds.	Srs. Tons.	Mds.	Srs. Tons.
Assam-Bengal ...	2,411	12= 88'58	242	10= 8'9	855	0= 31'41	5,827	30= 214'45	5,630	10= 206'83
Barasat-Basirhat Light ...	4,116	31= 151'23	6,364	0= 233'78	8,911	0= 327'34	7,533	20= 278'94	10,116	0= 371'61
Bengal Provincial ...	.....		.....		211	12= 7'76	322	33= 11'86	408	26= 15'01
Bengal-Nagpur ...	10,827	0= 397'73	22,207	36= 815'80	24,919	35= 915'42	18,766	20= 689'38	22,802	22= 837'64
Bengal and North-Western ...	3,199	0= 117'51	5,534	16= 203'30	6,525	14= 239'67	4,929	7= 181'07	5,210	39= 191'42
Eastern Bengal ...	58,486	3= 2,148'47	145,705	38= 5,352'46	165,563	29= 6,081'93	156,816	29= 5,760'61	161,948	39= 5,949'14
East Indian ...	5,204	17= 191'18	9,025	39= 331'57	6,449	16= 236'92	4,849	28= 170'15	6,112	34= 224'55
Howrah-Amta Light ...	577	29= 21'22	1,069	0= 39'27	916	0= 33'65	1,311	0= 45'16	1,055	0= 38'75
Howrah-Sheakhala ...	37	21= 1'38	4	0= 0'15	.....		14	0= 0'51	.....	
Kalighat-Falta ...	.....		.....		.....		.....		269	0= 9'68
Total by all railways ...	84,860	0= 3,117'31	190,153	19= 6,985'23	214,350	26= 7,874'11	200,441	7= 7,363'14	213,554	10= 7,844'84
II—STEAMER.										
Calcutta Steam Navigation Co. ...	.....		2,732	30= 100'39	2,185	0= 80'26	973	10= 35'75	322	10= 11'84
III—COUNTRY BOATS.										
Calcutta Canals ...	41,248	0= 1,515'23	31,542	0= 1,158'69	29,232	0= 1,073'83	17,251	0= 633'71	22,370	0= 821'76
Port Commissioners' Wharves ...	.....		.....		2,677	0= 98'34	1,768	0= 64'95	1,317	0= 48'38
Total by boats ...	41,248	0= 1,515'23	31,542	0= 1,158'69	31,909	0= 1,172'17	19,019	0= 698'66	23,687	0= 870'14
IV—ROAD										
GRAND TOTAL OF IMPORTS BY ALL ROUTES.	126,108	0= 4,632'54	240,143	17= 8,821'60	317,149	12= 11,650'38	301,258	22= 11,066'64	306,037	17= 11,242'19

BAINI PRASHAD,

*Offg. Director of Fisheries, Bengal, Bihar and Orissa.*



# STATEMENT OF FISH IMPORTED INTO CALCUTTA\* DURING THE YEAR ENDING THE 31st MARCH 1919.

## I.—By Rail.

Names of places from which exported.				Weight.		
				Mds.	srs.	Tons.
(1) <i>Assam-Bengal Railway</i> —						
Ashuganj	...	...	...	3,295	0	= 121·04
Bhairab Bazar	...	...	...	1,617	30	= 59·43
Fenchuganj	...	...	...	697	0	= 25·6
Juri	...	...	...	12	0	= 0·45
Kulirchar	...	...	...	6	0	= 0·22
Narsingdi	...	...	...	2	20	= 0·09
Total				5,630	10	= 206·83
Total for 1917-18				5,837	30	= 214·45
" " 1916-17				855	0	= 31·41
" " 1915-16				242	10	= 8·9
" " 1914-15				2,411	12	= 88·58
(2) <i>Barasat-Basirhat Light Railway</i> —						
Aminpur	...	...	...	13	0	= 0·48
Arbalia	...	...	...	84	0	= 3·09
Basirhat	...	...	...	2,537	0	= 93·2
Belliaghata Bridge	...	...	..	10	0	= 0·37
Dandirhat	...	...	...	3	0	= 0·11
Biswanathpur	...	...	...	27	0	= 0·99
Chingrighata	...	...	...	5,198	0	= 190·94
Gop Mohal	...	...	..	4	0	= 0·15
Haroakhal	...	...	...	2,159	0	= 79·31
Kharibaria	...	..	...	52	0	= 1·91
Langalpota	..	...	.	27	0	= 0·99
Sarupnagar	...	...	...	2	0	= 0·07
Total				10,116	0	= 371·61
Total for 1917-18				7,593	20	= 278·94
" " 1916-17				8,911	0	= 327·34
" " 1915-16				6,364	0	= 233·78
" " 1914-15				4,116	31	= 151·23
(3) <i>Bengal Provincial Railway</i> —						
Bhastara	...	...	...	51	17	= 1·89
Dhaniakhali	..	...	...	7	5	= 0·26
Dwarbasini	...	...	...	109	25	= 4·03
Goai-Amra	...	...	...	50	19	= 1·86
Jamalpurgunge	...	...	...	0	32	= 0·03
Kana Nadi	...	...	...	1	30	= 0·06
Mahanad	...	...	...	131	7	= 4·82
Majinan	...	...	...	5	0	= 0·18
Milki	...	...	...	15	30	= 0·58
Rudrani	...	...	...	35	21	= 1·3
Total				408	26	= 15·01
Total for 1917-18				322	33	= 11·86
" , 1916-17				211	12	= 7·76

Statistics for previous years not obtained.)

\* The town of Calcutta with Howrah and Kidderpore Docks.



Names of places from which exported.

Weight.

Mds. srs. Tons.

(4) *Bengal-Nagpur Railway—*

Abada ... ..	...	3	32	=	0.14
Adra ... ..	...	98	32	=	3.63
Andul ... ..	...	16	2	=	0.59
Bagnan ... ..	...	78	14	=	2.88
Bahanga Bazar ...	...	1,484	22	=	54.54
Bakrabad ... ..	...	57	16	=	2.11
Balasore ... ..	...	2,482	4	=	91.18
Balugaon ... ..	...	2,011	19	=	73.89
Bankura ... ..	...	11	30	=	0.43
Bauria ... ..	...	11	0	=	0.4
Bhadrak ... ..	...	34	14	=	1.26
Bhogpur ... ..	...	1	36	=	0.07
Chandrakona Road ..	...	27	38	=	1.03
Chatrapur ... ..	...	1,097	20	=	40.32
Contai Road ... ..	...	102	9	=	3.76
Cuttack ... ..	...	5	20	=	0.13
Dantan ... ..	...	52	17	=	1.93
Deolti ... ..	...	370	34	=	13.62
Fuleswar ... ..	...	1,063	14	=	39.06
Garjaipur ... ..	...	730	0	=	26.82
Garmadhupur ... ..	...	10	1	=	0.37
Gidni ... ..	...	1	30	=	0.06
Haldipada ... ..	...	2	30	=	0.1
Haur ... ..	...	2	36	=	0.11
Ichchhapuram ... ..	...	8	17	=	0.31
Jajpur Road ... ..	...	59	6	=	2.17
Jellasore ... ..	...	35	20	=	1.3
Jhalda ... ..	...	379	13	=	13.93
Kaluparaghat ... ..	...	7,982	38	=	293.25
Kargali ... ..	...	5	19	=	0.2
Kolaghat ... ..	...	403	33	=	14.83
Kulgachia ... ..	...	11	20	=	0.42
Machada ... ..	...	7	0	=	0.26
Madpur ... ..	...	5	0	=	0.18
Mandasa Road ... ..	...	18	10	=	0.67
Nalpur ... ..	...	0	30	=	0.03
Narayangarh ... ..	...	4	20	=	0.17
Nekurseni ... ..	...	3	10	=	0.12
Panchkura ... ..	...	20	12	=	0.75
Puri ... ..	...	741	22	=	27.24
Purulia ... ..	...	407	25	=	14.97
Rambha ... ..	...	2,683	21	=	98.58
Rupsa ... ..	...	30	32	=	1.13
Sambalpur ... ..	...	1	30	=	0.06
Sankrail ... ..	...	5	33	=	0.21
Silli ... ..	...	80	13	=	2.95
Thulin ... ..	...	18	34	=	0.69
Ulubaria ... ..	...	126	24	=	4.65
Vizagapatam ... ..	...	3	10	=	0.12
Vizianagram ... ..	...	0	20	=	0.02

Total	...	22,802	22	=	837.64
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Total for 1917-18	...	18,766	20	=	689.38
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" " 1916-17	...	24,919	35	=	915.42
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" " 1915-16	...	22,207	36	=	815.8
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" " 1914-15	...	10,827	0	=	397.73
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(5) *Bengal and North-Western Railway—*

Badlaghat... ..	...	4	28	=	0.17
Barauni Junction ...	...	19	0	=	0.69
Beguserai ... ..	...	12	6	=	0.45
Dalsing Serai ... ..	...	1	13	=	0.05
Dhamaraghat ... ..	...	3	10	=	0.12



Names of places from which exported.

Weight.	
Mds. srs.	Tons.

(5) *Bengal and North-Western Railway—concl'd*

Gorakhpur	...	...	0	15	=	0.01
Hosainpur Road	...	...	7	10	=	0.27
Khagaria	...	...	2,920	19	=	107.28
Laheria Sarai	...	...	1	0	=	0.04
Mahes Khunt	...	...	1,295	8	=	47.58
Makhana Bazar	...	...	479	25	=	17.62
Manigachi	...	...	3	22	=	0.13
Mansi	...	...	0	15	=	0.01
Muzaffarpur	...	...	15	31	=	0.58
Naugachia	...	...	117	20	=	4.32
Ruseraghat	...	...	239	35	=	8.81
Samastipur	...	...	24	39	=	0.92
Supaul	...	...	0	13	=	0.01
Tegra	...	...	64	10	=	2.36
Total	...	...	5,210	39	=	191.42
Total for 1917-18	...	...	4,929	7	=	181.07
" " 1916-17	...	...	6,524	14	=	239.67
" " 1915-16	...	...	5,534	16	=	203.3
" " 1914-15	...	...	3,199	0	=	117.51

(6) *Eastern Bengal Railway—*(a) *Eastern Section—*

Alamdanga	...	...	327	30	=	12.04
Aranghata	...	...	45	10	=	1.66
Banpur	...	...	80	20	=	2.96
Barrackpore	...	...	3	0	=	0.11
Belgachi	...	...	2,819	20	=	104.68
Belghuria	...	...	4	0	=	0.15
Bhairamara	...	...	4,952	20	=	181.93
Bogoola	...	...	502	0	=	18.44
Chakdaha	...	...	5	0	=	0.18
Choodanga	...	...	610	30	=	22.44
Darsana	...	...	186	30	=	6.86
Dadsi	...	...	3	0	=	0.11
Goalundo	...	...	30,123	0	=	1,106.56
Goalbathan	...	...	531	30	=	19.53
Halsa	...	...	3	0	=	0.11
Jagati	...	...	2	30	=	0.1
Joyrampore	...	...	45	10	=	1.66
Kalukhali	...	...	736	10	=	27.05
Khoksa	...	...	3	20	=	0.13
Kumarkhali	...	...	69	20	=	2.55
Kushtia	...	...	4,735	10	=	173.95
Kushtia Court	...	...	95	20	=	3.51
Machpara	...	...	8	0	=	0.29
Mirpur	...	...	38	30	=	1.42
Munsiganj	...	...	115	10	=	4.23
Panchooria	...	...	5	10	=	0.19
Pangsa	...	...	129	20	=	4.76
Poradaha	...	...	21	10	=	0.78
Raita	...	...	25	0	=	0.92
Rajbari	...	...	67	10	=	2.47
Ranaghat	...	...	14	30	=	0.54
Shibnibash	...	...	163	30	=	6.02
Shivarampur	...	...	254	30	=	9.36
Total	...	...	46,759	10	=	1,717.69



Names of places from which exported.

Weight.

Mds.	srs.	Tons.
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(6) *Eastern Bengal Railway*—contd.

## (b) Central Section—

Bamangachi	...	...	48	30	=	1·79
Barasat	...	...	8	20	=	0·31
Bejerdanga	...	...	133	10	=	4·9
Benapol	...	...	140	0	=	5·14
Bongong	...	...	578	20	=	21·25
Chandpara	...	...	57	30	=	2·12
Chengutia	...	...	10	0	=	0·37
Daulatpur	...	...	5,074	0	=	186·39
Dogachi	...	...	56	0	=	2·06
Dum Dum Cantonment	...	...	2	30	=	0·1
Duttapukur	...	...	153	0	=	5·62
Gobardanga	...	...	14	0	=	0·51
Godkhali	...	...	25	20	=	0·94
Gopalnagar	...	...	29	30	=	1·09
Guma	...	...	170	20	=	6·26
Habra	...	...	78	0	=	2·87
Jessore	...	...	50	20	=	1·86
Jhikergachighat	...	...	210	20	=	7·73
Khulna	...	...	7,026	0	=	258·1
Majirgram	...	...	20	20	=	0·75
Maslandpur	...	...	342	10	=	12·57
Nabharan	...	...	70	0	=	2·57
Nawapara	...	...	5,657	20	=	207·83
Phultala	...	...	460	30	=	16·93
Rupdia	...	...	17	0	=	0·62
Singia	...	...	1,333	20	=	48·99
Total	...	...	21,768	30	=	799·67

## (c) Northern Section—

Atrai	...	...	5,044	20	=	185·31
Bamandanga	...	...	85	30	=	3·15
Bogra	...	...	1	30	=	0·06
Ishurdi	...	...	71	0	=	2·6
Madhnagar	...	...	432	20	=	15·89
Naldanga	...	...	14	10	=	0·52
Natore	...	...	233	20	=	8·58
Santahar	...	...	1	10	=	0·05
Sara	...	...	9,438	30	=	346·73
Total	...	...	15,323	10	=	562·89

## (d) Southern Section—

Basuldanga	...	...	131	0	=	4·81
Budge Budge	...	...	1,159	0	=	42·58
Canning	...	...	7,266	3	=	266·92
Champahati	...	...	16	7	=	0·59
Changripota	...	...	7	20	=	0·27
Dhamuah	...	...	288	30	=	10·6
Diamond Harbour	...	...	2,043	20	=	75·07
Garia	...	...	986	12	=	36·23
Ghootiari Shariff	...	...	17	30	=	0·65
Mallickpur	...	...	268	20	=	9·86
Mograhat	...	...	3,358	0	=	123·36
Nangi	...	...	57	33	=	2·12
Piali	...	...	63	30	=	2·36
Sonarpur	...	...	657	33	=	24·16
Songrampur	...	...	12	30	=	0·47
Taldi	...	...	398	36	=	14·65
Total	...	...	16,733	24	=	614·7



Names of places from which exported

Weight.

Mds. srs. Tons.

(6) *Eastern Bengal Railway—contd.*(e) *Murshidabad Section—*

Bahadurpur	...	...	183	0	=	6.72
Beldanga	...	...	424	20	=	15.59
Berhampur Court	...	...	287	20	=	10.56
Bethuadahari	...	...	288	0	=	10.58
Bhabta	...	...	81	20	=	2.99
Bhagwangola	...	...	14	20	=	0.53
Debagram	...	...	15	20	=	0.57
Dhubulia	...	...	4	10	=	0.16
Kasimbazar	...	...	60	0	=	2.2
Krishnagar City	...	...	55	0	=	2.02
Lalgola	...	...	32	20	=	1.2
Lulgolaghat	...	...	213	30	=	7.85
Muragacha	...	...	23	10	=	0.85
Murshidabad	...	...	92	30	=	3.42
Panighata	...	...	53	0	=	1.95
Plassey	...	...	224	30	=	8.26
Rejinagar	...	...	171	10	=	6.29
Sargachi	...	...	201	10	=	7.39
Sonadanga	...	...	2	20	=	0.09
Subarnamirgi	...	...	19	20	=	0.72
Total	...	...	2,448	10	=	89.94

(f) *Assam-Bihar Section—*

Amingaon	...	...	486	30	=	17.88
Bongaigaon	...	...	0	20	=	0.02
Dhubri	...	...	65	30	=	2.42
Eklakhi	...	...	37	30	=	1.39
Godagari Ghat	...	...	713	20	=	26.21
Harischandrapur	...	...	70	20	=	2.59
Kariali	...	...	306	30	=	11.27
Katihar	...	...	57	20	=	2.11
Maniharighat	...	...	2	0	=	0.07
Mahadeopur	...	...	724	20	=	26.61
Rohanpur	...	...	142	20	=	5.23
Shamsi	...	...	588	20	=	21.62
Total	...	...	3,196	20	=	117.42

(g) *Sara-Serajgunge Section—*

Bhangoora	...	...	22,109	10	=	812.18
Dilpashar	...	...	1,736	10	=	63.77
Gooakhora	...	...	5	10	=	0.19
Kalia Haripur	...	...	0	30	=	0.03
Lahirimohanpur	...	...	4,655	0	=	171.0
Mahisakhola	...	...	313	0	=	11.5
Salop	...	...	97	0	=	3.57
Saratnagar	...	...	89	10	=	3.28
Serajgunge	...	...	136	10	=	5.0
Ullapara	...	...	117	20	=	4.32
Total	...	...	29,259	20	=	1,074.84

(h) *Khulna-Bagerhat Section—*

Bagerhat	...	...	1,253	10	=	46.04
Bahirdia	...	...	227	20	=	8.36
Jatrapur	...	...	103	0	=	3.78
Satgumbar Road	...	...	168	0	=	5.17
Telidanga	...	...	1,280	0	=	47.02
Total	...	...	3,031	30	=	111.37



Names of places from which exported.

Weight.  
Mds. srs. Tons.

(6) *Eastern Bengal Railway—concl'd.*(i) *Dacca Section—*

Dacca	...	...	...	419	20	=	15·41
Dhalla	...	...	...	21	0	=	0·77
Total	...	...	...	440	20	=	16·18

(j) *Partly rail and partly river-borne traffic—*(1) *India General Navigation and Railway Company—*

Bohar	...	...	...	555	0	=	20·39
Chandpur	...	...	...	645	20	=	23·71
Jelaldi	...	...	...	709	30	=	26·07
Kadirpur	...	...	...	396	30	=	14·58
Kamalaghat	...	...	...	113	0	=	4·15
Kanchanpur	...	...	...	1,758	10	=	64·59
Mainot	...	...	...	238	30	=	8·77
Mawah	...	...	...	39	0	=	1·43
Nandalalpur	...	...	...	68	10	=	2·51
Naraingunge	...	...	...	8,113	0	=	298·03
Narisha	...	...	...	276	30	=	10·17
Pabna	...	...	...	179	20	=	6·59
Rajkhara	...	...	...	1,421	20	=	52·22
Shatnal	...	...	...	75	20	=	2·77
Surdah	...	...	...	46	0	=	1·69
Tarpasa	...	...	...	245	0	=	9·0
Tepakhola	...	...	...	1,997	0	=	73·36
Total	...	...	...	16,878	20	=	620·03

(2) *Rivers Steam Navigation Company—*

Benani	...	...	...	218	10	=	8·02
Chalna	...	...	...	444	0	=	16·31
Dakope	...	...	...	440	10	=	16·17
Gazikhal	...	...	...	3	30	=	0·14
Ghatbhog	...	...	...	61	10	=	2·25
Gopalganj	...	...	...	673	0	=	24·72
Kaligram	...	...	...	9	20	=	0·35
Katipara	...	...	...	107	0	=	3·93
Nagarbari	...	...	...	3	20	=	0·13
Naldi	...	...	...	17	0	=	0·63
Natun Bharanga	...	...	...	161	20	=	5·93
Nuria	...	...	...	929	30	=	34·16
Paikgacha	...	...	...	182	10	=	6·7
Pathgate	...	...	...	174	20	=	6·41
Raruli	...	...	...	2	0	=	0·07
Sacheadah	...	...	...	866	10	=	31·82
Sadhugunge	...	...	...	997	10	=	36·63
Sendeaghat	...	...	...	8	0	=	0·29
Sthalachar	...	...	...	587	20	=	21·58
Tarinigunge	...	...	...	0	5	=	0·005
Ulpur	...	...	...	222	20	=	8·17
Total	...	...	...	6,109	5	=	224·415

Total for Eastern Bengal Railway 161,948 39 = 5,949·145

Total for 1917-18	...	...	156,816	29	=	5,760·61
„ „ 1916-17	...	...	165,563	29	=	6,081·93
„ „ 1915-16	...	...	145,705	38	=	5,352·46
„ „ 1914-15	...	...	58,486	3	=	2,148·47



Names of places from which exported.

Weight.	
Mds. srs.	Tons.

(7) *East Indian Railway—*(a) *Main Line—*

Allahabad	...	...	15	25	=	0.57
Bagila	...	...	4	0	=	0.15
Bansbati	...	...	2	28	=	0.1
Barh	...	...	799	30	=	29.38
Belmuri	...	...	39	4	=	1.44
Bhaboa Road	...	...	84	13	=	3.1
Boinchee	...	...	268	39	=	9.88
Bucktiarpur	...	...	0	30	=	0.03
Burhee	...	...	155	21	=	5.71
Buxar	...	...	169	26	=	6.23
Chandanpur	...	...	2	36	=	0.11
Chandernagar	...	...	1	30	=	0.07
Chinsura	...	...	45	28	=	1.68
Dainhat	...	...	5	0	=	0.18
Debipur	...	...	12	16	=	0.46
Dhatrigram	...	...	3	17	=	0.13
Dhulian-Ganges	...	...	343	14	=	12.61
Durgapur	...	...	0	15	=	0.014
Gadi	...	...	0	30	=	0.03
Gangatikuri	...	...	0	5	=	0.005
Gurup	...	...	114	39	=	4.22
Jaugram	...	...	3	6	=	0.12
Katrasgarh	...	...	0	7	=	0.006
Katwa	...	...	2	0	=	0.07
Khanyan	...	...	4	0	=	0.15
Madhupur	...	...	1	31	=	0.06
Magra	...	...	37	19	=	1.38
Mankar	...	...	0	10	=	0.009
Mankatha	...	...	220	1	=	8.08
Mankundu	...	...	1	20	=	0.06
Memari	...	...	62	21	=	2.29
Mirzapur	...	...	28	0	=	1.03
Mokameh	...	...	189	9	=	6.95
Mokameh Ghat	...	...	77	29	=	2.85
Nabadwip	...	...	0	34	=	0.03
Nimtita	...	...	1	0	=	0.04
Panagarh	...	...	1	20	=	0.06
Pathardihi	...	...	0	5	=	0.005
Patna Junction	...	...	46	16	=	1.7
Patuli	...	...	3	15	=	0.12
Pandooah	...	...	589	14	=	21.65
Rajbandh	...	...	17	39	=	0.66
Sajanipara	...	...	1	37	=	0.07
Saydraja	...	...	5	0	=	0.18
Sheorapuli	...	...	4	30	=	0.17
Simlagarh	...	...	109	5	=	4.009
Tildanga	...	...	28	23	=	1.05
Uttarpara	...	...	5	5	=	0.19
Zamaniah	...	...	12	11	=	0.45
Total	...	...	3,526	13	=	129.538

(b) *Loop Line—*

Ahmadpur	...	...	3	36	=	0.14
Azimganje	...	...	0	7	=	0.006
Barharwa	...	...	7	20	=	0.28
Bharia	...	...	47	15	=	1.74
Bhagalpur	...	...	345	25	=	12.7
Bhadia	...	...	6	19	=	0.24
Chattra	...	...	23	29	=	0.87
Colgong	...	...	914	34	=	33.61
Gushkara	...	...	9	23	=	0.35



Names of places from which exported.

				Weight.	
				Mds. srs.	Tons.
(7) <i>East Indian Railway—concl'd</i>					
Loop Line—concl'd.					
Jamalpur ...	...	...	3	35	= 0·14
Kajra ...	...	...	2	30	= 0·1
Maharajpur ...	...	...	17	0	= 0·62
Mirzachowki ...	...	...	66	9	= 2·43
Mollarpur ...	...	...	0	10	= 0·009
Monghyr ...	...	...	79	30	= 2·93
Murari ...	...	...	7	14	= 0·27
Pakur ...	...	...	1	34	= 0·07
Pirpanti ...	...	...	219	16	= 8·06
Purubserai ...	...	...	34	22	= 1·27
Rajgan ...	...	...	10	0	= 0·37
Rajmehar ...	...	...	248	36	= 9·14
Rampurhat ...	...	...	2	13	= 0·09
Sabour ...	...	...	11	28	= 0·43
Sahebganj ...	...	...	152	13	= 5·6
Sainthia ...	...	...	0	30	= 0·02
Sakrigali Junction ...	...	...	308	28	= 11·34
Sultangunge ...	...	...	52	25	= 1·93
Tinpahar ...	...	...	7	0	= 0·26
Total	...	...	2,586	21	= 95·015
Total for East Indian Railway ...	...	...	6,112	34	= 224·553
Total for 1917-18	...	...	4,849	28	= 178·15
„ „ 1916-17	...	...	6,449	16	= 236·92
„ „ 1915-16	...	...	9,025	39	= 331·57
„ „ 1914-15	...	...	5,204	17	= 191·18
(8) <i>Howrah-Amta Light Railway—</i>					
Amta ...	...	...	52	0	= 1·91
Autpur ...	...	...	103	0	= 3·78
Bargachia ...	...	...	171	0	= 6·28
Dakhinbari ...	...	...	316	0	= 11·61
Domjur ...	...	...	17	0	= 0·62
Jalalsi ...	...	...	16	0	= 0·59
Jangipara ...	...	...	39	0	= 1·43
Maju ...	...	...	319	0	= 11·72
Makardah ...	...	...	4	0	= 0·15
Paupur ...	...	...	12	0	= 0·44
Prosadpur ...	...	...	6	0	= 0·22
Total	...	...	1,055	0	= 38·75
Total for 1917-18	...	...	1,311	0	= 48·16
„ „ 1916-17	...	...	916	0	= 33·65
„ „ 1915-16	...	...	1,069	0	= 39·27
„ „ 1914-15	...	...	577	29	= 21·22
(9) <i>Howrah-Sheakhala Light Railway—</i>					
Total for 1917-18	...	...	14	0	= 0·51
„ „ 1916-17	...	...	Nil	•	= Nil
„ „ 1915-16	...	...	4	0	= 0·15
„ „ 1914-15	...	...	37	21	= 1·38



Names of places from which exported.

Weight.

				Mds. srs.			Tons.
(10) <i>Kalighat-Falta Railway</i> —*							
Bhasa	...	...	...	115	0	=	4.22
Dighirpar	...	...	...	1	0	=	0.04
Falta	...	...	...	3	0	=	0.11
Harindanga	...	...	...	10	0	=	0.37
Sararhat	...	...	...	135	0	=	4.95
Shirakole	...	...	...	3	0	=	0.11
Shivanipur	...	...	...	1	0	=	0.04
Thakurpukur	...	...	...	1	0	=	0.04
Total	...	...	...	269	0	=	9.88

\* Opened in 1918.

**II.—By Inland Steamers.**

				Mds. srs.			Tons.
<i>Calcutta Steam Navigation Company</i> —							
Boragachi...	...	...	...	63	20	=	2.33
Gewankhali	...	...	...	24	0	=	0.88
Kamalpur	...	...	...	5	30	=	0.21
Naldari	...	...	...	63	0	=	2.32
Raipur	...	...	...	55	0	=	2.02
Shibganj	...	...	...	3	0	=	0.11
Uluberia	...	...	...	108	0	=	3.97
Total	...	...	...	322	10	=	11.84
Total for 1917-18	...	...	...	973	10	=	35.75
„ „ 1916-17	...	...	...	2,185	0	=	80.26
„ „ 1915-16	...	...	...	2,732	30	=	100.39

(Statistics for 1914-15 were not obtained from this Company.)

**III.—By Country Boats.**(a) Quantity landed within the jurisdiction,  
of the Calcutta Port Commissioners'  
inland vessels wharves—

				Mds.	srs.	Tons.
Budge Budge	...	...	...	1,317	0*	= 48.38*
Total	...	...	...	1,317	0*	= 48.38*
Total for 1917-18	...	...	...	1,768	0*	= 64.95*
„ „ 1916-17	...	...	...	2,677	0*	= 98.34*

(b) *Calcutta Canals*—

Bakarganj	...	...	...	430	0	=	15.8
Dacca	...	...	...	551	0	=	20.24
Faridpur	...	...	...	741	0	=	27.22
Hooghly	...	...	...	86	0	=	3.16
Jessore	...	...	...	875	0	=	32.14
Khulna	...	...	...	5,800	0	=	213.06
Midnapur	...	...	...	115	0	=	4.23
Nadia	...	...	...	4	0	=	0.15
Sylhet	...	...	...	75	0	=	2.76
24-Parganas	...	...	...	13,693	0	=	503.0
Total	...	...	...	22,370	0	=	821.76
Total for 1917-18	...	...	...	17,251	0	=	633.71
„ 1916-17	...	...	...	29,232	0	=	1,073.83
„ 1915-16	...	...	...	31,542	0	=	1,158.69
„ 1914-15	...	...	...	41,248	0	=	1,515.23

\* Represents the imports of raw fish netted in the river between Budge Budge and Garden Reach. Statistics for previous years were not obtained from the Commissioners for the Port of Calcutta.



## IV.—By Road.

Names of places from which exported.

Weight.

			Mds. srs.		Tons.
Akrah ...	...	...	64	0 =	2.35
Alambazar ...	...	...	88	11 =	3.24
Anandpur ...	...	...	1,918	0 =	70.46
Andul ...	...	...	714	0 =	26.23
Bachchala ...	...	...	4	0 =	0.15
Bajbarantola ...	...	...	393	0 =	14.44
Bally Jala ...	...	...	98	20 =	3.62
Baltigri ...	...	...	42	0 =	1.54
Bamangachi ...	...	...	423	0 =	15.54
Bandal ...	...	...	512	0 =	18.81
Bankrah ...	...	...	48	20 =	1.78
Bantola ...	...	...	1,157	0 =	42.5
Bantra ...	...	...	113	0 =	4.15
Barahanagar ...	...	...	244	6 =	8.97
Baulhati ...	...	...	1	0 =	0.04
Behala ...	...	...	46	0 =	1.69
Belgachia ...	...	...	142	0 =	5.22
Bhasha ...	...	...	711	0 =	26.12
Bistupur ...	...	...	2,743	0 =	100.76
Bonderbill ...	...	...	97	0 =	3.56
Bone-Hooghly ...	...	...	32	0 =	1.18
Budge Budge ...	...	...	59	0 =	2.17
Canning ...	...	...	5,394	0 =	198.15
Chak Jagordal ...	...	...	2,767	0 =	101.65
Chakraberia ...	...	...	245	10 =	9.01
Chamarail ...	...	...	31	0 =	1.14
Chamurat ...	...	...	966	0 =	35.49
Chanditolah ...	...	...	34	0 =	1.25
Chingrighata ...	...	...	245	0 =	9.0
College Ghat ...	...	...	1,695	0 =	62.27
Cossipore ...	...	...	87	15 =	3.21
Dakhinbari ...	...	...	71	20 =	2.63
Dewara ...	...	...	725	0 =	26.63
Dhapa* ...	...	...	10,197	0 =	374.58
Dhulagori ...	...	...	54	20 =	2.0
Domjur ...	...	...	100	20 =	3.69
Dorgatola ...	...	...	467	0 =	17.16
Dum Dum ...	...	...	143	0 =	5.25
Duttapukur ...	...	...	190	0 =	6.98
Eksara ...	...	...	1	0 =	0.04
Falta ...	...	...	42	0 =	1.54
Fatupur ...	...	...	6	0 =	0.22
Gohalhati ...	...	...	781	0 =	28.69
Gopalpur ...	...	...	46	0 =	1.69
Goriah ...	...	...	5,037	0 =	185.03
Goriagachi ...	...	...	654	0 =	24.02
Hosseinpur ...	...	...	909	0 =	33.39
Jadabpur ...	...	...	2,258	0 =	82.95
Jaipur ...	...	...	31	0 =	1.14
Janai ...	...	...	23	0 =	0.84
Jingerpole ...	...	...	46	0 =	1.69
Jugersha ...	...	...	72	10 =	2.65
Kaipole ...	...	...	82	0 =	3.01
Kalikapur ...	...	...	3,941	0 =	144.77
Kheyadah ...	...	...	727	0 =	26.71
Khorki ...	...	...	1,660	0 =	60.98
Khunderabad ...	...	...	581	0 =	21.34
Kolarkhal ...	...	...	603	0 =	22.15
Kona ...	...	...	370	0 =	13.59
Kowrapukur ...	...	...	5,173	0 =	190.03
Kristopur ...	...	...	2,550	0 =	93.67
Kustia ...	...	...	183	0 =	6.72
Lillooah ...	...	...	66	0 =	2.42
Makardah ...	...	...	181	20 =	6.67

\* Including Chingrighatta.

Names of places from which exported.			Weight.		
			Mds. srs.		Tons.
Makhla ...	...	...	38	0	= 1.4
Mauri ...	...	...	78	0	= 2.87
Metiabruz ...	...	...	164	0	= 6.02
Nangi ...	...	...	8	0	= 0.29
Nazirabad ...	...	...	936	0	= 34.38
Nowapara ...	...	...	294	0	= 10.8
Pailan ...	...	...	453	0	= 16.64
Paulparah ...	...	...	30	0	= 1.1
Payaratungi ...	...	...	17	0	= 0.62
Podra ...	...	...	601	0	= 22.08
Puddopukur ...	...	...	752	0	= 27.62
Raghunathpur ...	...	...	79	0	= 2.9
Rajapur ...	...	...	882	20	= 32.42
Rajganj ...	...	...	168	0	= 6.17
Sankrail ...	...	...	73	0	= 2.68
Santragachi ...	...	...	234	35	= 8.63
Serkerpool ...	...	...	25	0	= 0.92
Shalap ...	...	...	104	20	= 3.84
Shanpur ...	...	...	59	0	= 2.17
Sinthe ...	...	...	322	0	= 11.83
Syamnagore ...	...	...	2,597	0	= 95.4
Tantoolbaria ...	...	...	10	0	= 0.37
Tetulkuli ...	...	...	26	0	= 0.96
Thakurpukur ...	...	...	388	0	= 14.25
Thana Makwa ...	...	...	82	0	= 3.01
Unsani ...	...	...	117	30	= 4.33
Utchhahati ...	...	...	847	0	= 31.11
Total			68,473	37	= 2,515.37
Total for 1917-18			80,825	5	= 2,969.09
,, ,, 1916-17			68,704	26½	= 2,523.84
,, ,, 1915-16			15,715	8*	= 577.29*

(Statistics for 1914-15 were not obtained).

\* These statistics represent the trade registered at the different stations from the latter part of January to the end of March 1916.

**Total imports of fish to Calcutta *via* all routes during the year ending the 31st March 1919.**

			Weight.		
			Mds. srs.		Tons.
<i>By Railways—</i>					
Assam-Bengal ...	...	...	5,630	10	= 206.83
Barasat-Basirhat Light ...	...	...	10,116	0	= 371.61
Bengal Provincial ...	...	...	408	26	= 15.01
Bengal-Nagpur ...	...	...	22,802	22	= 837.64
Bengal and North-Western ...	...	...	5,210	39	= 191.42
Eastern Bengal ...	...	...	161,948	39	= 5,949.15
East Indian ...	...	...	6,112	34	= 224.55
Howrah-Amta Light ...	...	...	1,055	0	= 38.75
Howrah-Sheakhala Light ...	...	...	.....	.....	.....
Kalighat-Falta ...	...	...	269	0	= 9.88
Total by all Railways			213,554	10	= 7,844.84
Total for 1917-18			200,441	7	= 7,363.14
,, ,, 1916-17			214,350	20½	= 7,874.11
,, ,, 1915-16			190,153	19	= 6,985.23
,, ,, 1914-15			84,860	0	= 3,117.31



**Total Imports of fish to Calcutta *via* all routes during the year ending the 31st  
March 1919—concl'd.**

		Weight.			
		Mds.	srs.		Tons.
<i>By Steamer—</i>					
Calcutta Steam Navigation Com-	...	322	10	=	11·84
pany					
<i>By Country Boat—</i>					
Port Commissioners' wharves	...	1,317	0	=	48·38
Calcutta Canals	...	22,370	0	=	821·76
Total by Boat	...	23,687	0	=	870·14
<i>By Road—</i>					
		68,473	37	=	2,515·37
GRAND TOTAL OF IMPORTS BY	...	306,037	17	=	11,242·19
ALL ROUTES.					
Grand total for 1917-18	...	301,258	22	=	11,066·64
" " " 1916-17	...	317,149	12½	=	11,650·38
" " " 1915-16	...	240,143	17	=	8,821·59
" " " 1914-15	...	126,107	33	=	4,632·53

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**DEPARTMENT OF FISHERIES, BENGAL AND BIHAR AND ORISSA.**

**BULLETIN No. 15.**

**NOTES ON ESTUARINE FISHERIES IN  
THE SUNDARBANS**

**BY**

**T. SOUTHWELL, A.R.C.S., F.Z.S.,**

***Director of Fisheries, Bengal, Bihar and Orissa.***



**CALCUTTA :**

**BENGAL SECRETARIAT PRESS.**

**1920.**

**[Gratis.]**

Wardle State Natural History Society





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fishes in the waters near his own home, preferring to migrate to other areas, apparently in the belief that fishing elsewhere is more lucrative. As a result it frequently happens that fishermen merely exchange localities. The men from village A migrate to village B, whilst the fishermen from village B proceed to village A.

The fishing rights in the Sundarbans (being estuarine) should normally belong to Government. In some cases, the fisheries have been permanently settled; in other cases, prescriptive rights have been established. In very few instances Government leases out small portions of the area, whilst over the rest of the Sundarbans fishing is free.

### The Trade.

During the last few years statistics relating to the fish trade in Bengal (and to Calcutta in particular) have been collected with considerable care. Unfortunately, it has not been found possible to obtain full and accurate figures for the Sundarbans separately. When one considers the immense area involved and the fact that practically no facilities occur for carrying out the work, this is not surprising. Further, it is, of course, impossible to determine the amount of fish consumed locally. We have, however, been able to collect accurate statistics for certain areas, and these figures serve to corroborate the general belief that fish is still fairly plentiful in the Sundarbans.

During the recent years, the imports of fish to Calcutta from the Sundarbans (viz., 24-Parganas, Khulna and Bakarganj) are shown in the following tables :—

Figures for dried fish imported to Calcutta are as follows :—

Years.					Dried fish.
					Mds.
1907-08	...	...	...	...	20,114
1908-09	...	...	...	..	24,867
1909-10	...	...	...	...	25,766
1910-11	...	...	...	...	30,670
1911-12	...	...	...	...	30,509
1912-13	...	...	...	...	21,225

Mean average annual imports—25,525 maunds.

\* Imports of fresh fish to Calcutta from Sundarbans only :—

Years.				Fresh fish. Mds.
1913	...	...	...	24,500
1914	...	...	...	Not obtained.
1915	...	...	...	Ditto.
1916	...	...	...	29,461
1917	...	...	...	27,816
1918	...	...	...	15,120

Mean average annual imports—24,224 maunds.

This gives an average of 25,525 maunds dried fish per annum, over a period of six years. I think we may therefore safely assume an average import of 20,000 maunds per annum. This, being dried fish, is equivalent to at least 40,000 maunds of fresh fish.

In addition, we may assume a local consumption of roughly 10,000 maunds per year. We may estimate the general annual output from the Sundarbans as follows :—

		Mds.	Mds.
I. Exports—			
(1) Fresh fish	...	...	24,224
(2) Dried fish	...	20,000	= 40,000
II. Fresh fish consumed locally		...	10,000
			<hr/>
	Total	...	74,224
			<hr/>

This gives an average daily catch of over 200 maunds throughout the year. I am aware that these figures are not absolutely complete and accurate, but they serve to indicate something of the extent of the industry. Thus, it is quite certain that quantities of fish are exported from other portions of the Sundarbans which are not shown in the above table, and it is also practically certain that large quantities of dried fish which are exported from the Sundarbans to Burma are included as fishes in the above statistics. In order to have a rough idea regarding the quantity of fish available in the Sundarbans compared to that in the European waters, it may be of interest to point out that the finest trawlers at home, working in the best waters (Iceland), only average a daily catch of 44·16 cwt. (62 maunds) a day, reckoned from the time of their leaving the port to the time of return. It will thus be clear that the catches in the Sundarbans are quite equal to the work done by three



steam trawlers, working in the most productive European waters.

### The Fisheries.

Most people who have travelled through the Sundarbans have arrived at the conclusion that fish is plentiful in this area, and one hears, not unfrequently, exaggerated statements to the effect that the place is swarming with fish. It is true that one can often buy a bhekti (*Lates calcarifer*) weighing 5 or 6 seers for a rupee, whereas the price in Calcutta of the same fish is about 7 to 8 rupees. Fishermen, however, frequently positively refuse to sell, the reason being that they are either afraid of the *nikari* or suspect theft.

**Bhekti (*Lates calcarifer*).**—The principal fish obtained in the Sundarbans is the bhekti. It is a typical estuarine species and grows to a large size. Specimens weighing 15 seers are frequently caught, but the fish grows to a much larger size in the open sea. Along with hilsa, this species is in great demand amongst Europeans. In Calcutta this fish is sold retail at prices varying between Re. 1 and Rs. 2 per seer. The favourite fish amongst Indians is the fresh-water rohu (*Labeo rohita*), the retail price of which varies from annas 6 to 12 per seer. Rohu is not unfrequently substituted by the wily khansama in place of bhekti. Bhekti is available all the year round. The fishery for this species is a lucrative one and is only interrupted when the weather is bad, or when the fishermen are on holiday, or engaged in religious ceremonies. At the same time it appears to be more plentiful at certain seasons than in others. From the evidence collected up to the present there is reason to believe that bhekti breeds in the estuaries. Fishermen frequently proceed towards the sea face to fish for bhekti and the catches are usually brought back alive, either in the well of a boat or towed in live-cages. As the return trip to the sea face occupies several days, these steps for keeping the fish alive are absolutely necessary under the circumstances.

**Hilsa (*Hilsa ilisha*).**—This is an anadromous species, *i.e.*, a marine species which ascends the rivers for the purpose of spawning. It has been reported as far up as Delhi, and in the Brahmaputra as high as Dibrugarh. It has a wide distribution in the Indian Ocean. It occurs in the Persian Gulf (ascending the river Tigris), off the coasts of India, including Sind, Burma, Siam, and some of the islands of the Malay Archipelago. In all these places it ascends rivers which open to the sea. The general absence of river basins in peninsular India results in the restricted distribution of

the fish in that area. However, in the north-west, where rivers again debouch into the sea, the fish has a normal distribution. The hilsa, whilst ascending the river, is a delicate fish and dies quickly when removed from the water. It is a great favourite both among Indians and Europeans on account of its delicious flavour and oily nature. The only fault with the hilsa, from the consumer's point of view, is the presence of innumerable small bones. The Fishery Department is repeatedly requested to produce a breed of boneless hilsa. The only possible reply to such a request is that "the matter is receiving attention."

Hilsa fishing takes place not only in the freshwaters of the rivers, but throughout the Sundarbans. In Bengal, chiefly two kinds of nets are used for hilsa fishing. The first is a small net called the *sangla jal*. It is a purse-like structure in which only one fish is caught at a time. The second form of net is a drifting gill-net, called a *chandi-jal*. It varies in length from 200 feet to 300 feet, and is about 12 feet deep, with about 35 floats, and an equal number of bottom weights for keeping the net in a vertical position in the water. The mesh is  $1\frac{1}{2}$  inches square. In the province of Bihar and Orissa, all along the Ganges, hilsa are fished with the *sangla-jal*. In the Mahanadi, at Cuttack, large cast-nets are operated from seats nailed on to the top of long poles fixed in the mud at the bottom of the river.\*

The distribution of hilsa is very irregular and depends on the monsoon. Irregularity in the monsoon rains results in a general scarcity of this species, especially at places where normally they are very plentiful, and *vice versa*. During their ascent up the rivers, the hilsa like other anadromous species do not feed. After spawning, they return to the estuaries, or the sea, in a lean condition unfit for human consumption.

\* **Topsi (*Polynemus paradiseus*).**—This fish is fairly plentiful during February, at which time it is full of roe. It is a small species, but is nevertheless of considerable economic importance. Another species of this genus, *viz.*, Terabhangan (*Polynemus indicus*), is known in the market as "rock-salmon." It attains a weight of 5 seers. Bhangon (*Mugil tader*) is also an important estuarine fish. When full grown it attains a weight of about 2 seers. Other important estuarine species comprise Bhola (*Sciaenacotter*), Corsula (*Mugil corsula*) and Parsia (*M. parsia*). Both the latter are small species. There are also two

---

\* Other kinds of purse, and drag-nets are also used for catching hilsa in other parts of Bengal and Bihar and Orissa (B. Prashad).



species of pomfret, viz., *Stromateus sinensis* and *S. cinereus*, which are palatable, but small. Mention should also be made of the Bombay duck (*Harpodon nehereus*). Only two species of *Harpodon* are known. The other species is a deep-sea form with the typical characteristics of a deep-sea fish like peculiar shape, transparent body, enormous jaws, etc. It is curious that the Indian estuarine species possesses similar characteristics. Kemp has shown that the conditions in certain parts of the Sundarbans are, in many respects, similar to those obtaining in deep water, and hence the presence of the characteristics just mentioned, although surprising, is susceptible of explanation. As every one knows, the body of the Bombay-duck is translucent. It has an enormous mouth for the size of the fish, and the jaws are armed with large numbers of long, thin, sharp, curved teeth. The Bombay duck does not appear to grow to as large a size in the Bengal estuaries as it does off the north-western peninsular coast. It is abundant in the cold weather, but in the Hooghly it rarely ascends in numbers beyond Diamond Harbour.

There are, of course, many other estuarine animals which are important from a commercial point of view. Sharks (*Carcharinus gangeticus*) especially are common, and cause great destruction. The common Gangetic porpoise (*Platanista gangetica*) is also reported as being a great enemy of fish; the animal, however, is greatly valued for its oil. In addition, the common otter (*Lutra vulgaris*) and the "mugger" (*Crocodilus porosus*) are other enemies which do great damage. The otter is used in fair numbers for fishing in various parts of the Sundarbans, while in Bihar and Orissa the flesh of the crocodile is occasionally eaten. In one case the flesh of a specimen caught at Bankipur in November 1917 was sold at one anna per seer. The skin is very valuable for making various articles and is always in great demand.

No account of Sundarbans fisheries would be complete which did not refer to the large prawn fishery which exists in this area. The dried prawns exported are whole prawns, but there remains a very large quantity of waste in the form of broken specimens, eyes, legs, carapaces, abdomens, etc., which is collected as rubbish. This prawn waste has been analysed by the Agricultural Chemist to the Government of Bengal and found to contain 9 per cent. nitrogen, and 5 per cent. phosphorus. On this account it is an excellent manure. It is estimated that at least 2,000 maunds could be collected every season between October and March. At present, the waste is sold at 6 or 8 annas per maund. As a manure, the market value is about

Rs. 3-8 per maund. The development of this small industry has not yet been undertaken. The difficulties in the way are connected with middlemen, and the collection of the material from different places more or less widely scattered.

It will, I think, be clear that the Sundarbans present considerable developmental possibilities, and we may now consider these in some detail.

#### **Development of the Sundarbans' Fisheries.**

This country, within quite recent years, has witnessed the rapid rise and growth of several important industries. When tea, potatoes, rice, etc., are required, these articles are cultivated with great care. With fisheries the case is different. No attempt has ever been made in Bengal to cultivate the fisheries. The resources of nature are being continually reduced by wastage, wilful and otherwise; agriculture and irrigation have developed at the expense of fisheries, and still there is an expression of surprise when it is found that the fisheries are deteriorating in value. The cause is not to be found wholly in any single fact, but rather in a combination of circumstances which have been in operation for a long time. In this respect the inland fisheries have suffered severely. The estuarine fisheries have suffered less, because they open by a back door to the sea. No attempt is as yet made to exploit the marine fisheries. It will be surprising if the new economic situation does not necessitate action in this direction in the near future. It is true that the Government of Bengal, some years ago, had a steamer working in the Bay of Bengal, but the object of this work has been very widely misunderstood. The popular impression is that the operations of the "Golden Crown" were a complete failure and that, therefore, trawling in the Bay of Bengal is not practicable on a commercial basis. The impression is quite wrong. The object of the work undertaken by the "Golden Crown" was to determine the kinds of fish available in the Bay, their quantities, and the seasons when available, to locate the principal fishing grounds, and to determine whether trawling in this area was practicable or not. No attempt was made to make these investigations commercial in character, for the simple reason that the entire operations were purely of an experimental character. The results obtained were of immense value and it is a most regrettable fact that, up to the present, these potential fishing grounds, which are of immense value, remain untapped. One reason is, of course, the misunderstanding which exists with respect to the work of the "Golden

Crown," while another explanation is to be found in the fact that capitalists are conservative, and prefer investing money in well established industries like coal, jute, etc., rather than taking up new concerns.

#### **Transport.**

The principal difficulty with respect to the Sundarbans' fisheries is the matter of transport. Fishermen cannot sell their catches unless they are prepared to travel over large areas in very unfavourable circumstances. It is impracticable to carry ice in open boats, and as a matter of fact ice is never, or only very seldom, available. The result is that fishing is only carried on over those parts of the area where the catches can be sold. Over the rest of the Sundarbans practically no fishing takes place. In Bengal, and in the Sundarbans in particular, the trade in fish, and the industry generally, is two centuries behind the times. Even the great war has in no way affected the situation beyond emphasising the urgent need for opening out these fisheries. The actual methods of fishing are, in the main, well adapted to the conditions under which fishermen have to work, but continual intensive fishing, with small meshed nets and various kinds of traps, results in an appalling wastage. The opening out and development of these fisheries depend almost entirely on the provision of suitable and extensive facilities for transport.

It is true that at places like Canning Town, Diamond Harbour, Khulna, etc., there is a railway service, but the area tapped is extremely small. A number of fast launches, each fitted with a refrigerating apparatus, collecting the fishermen's catches at definite times, over a specific but limited area, is required. Extensive arrangements of this kind cannot be undertaken by single individuals, and would therefore require the formation of syndicates or companies to provide the necessary capital. Once the fishermen realised that there was a ready market for their catches, it seems reasonable to assume that fishing operations would be greatly stimulated, and areas now lying fallow would become productive. It would, of course, be necessary first to secure the confidence of the fishermen, to free them from their debts, and afterwards pay them reasonable wages. They could then be able to secure better boats and nets, and thus carry on their work all the more satisfactorily. The preceding arrangements practically amount to substituting a good middleman for a bad one.

Another possible arrangement would be for a company to lease a portion of the Sundarbans and employ fishermen



in the same way as labour is employed in mines or in tea estates. The initial stages of such a scheme would be bound to meet with great opposition, both from the present middlemen and in the open market; and, unless suitable steps could be taken, the supplies would be undersold in the market with such continuity as to spell disaster to the operating company. The Calcutta merchants are, as I have already stated, very wealthy and it might require a good deal of capital and grit before the opposition can be broken down. It would be necessary for such a company to sell their catches themselves, for, obviously, it would be foolish to lay out capital merely to swell the pocket of the middlemen, and that would undoubtedly be the result if the catches were sold wholesale in the present fish markets.

#### **Dried fish and its products.**

The transport and sale of fresh fish would, of course, be of primary importance, but there are many other side-issues to such a business, all of which would undoubtedly prove lucrative. Fish could be smoked and salted. There is a large potential demand for these products amongst the European population of Calcutta, coolies on estates, and soldiers. The imports of salted fish alone into India during 1908-09 amounted to 25,573,428 lbs., having a value of Rs. 27,58,839. The great feature about such products is that they will keep good for many weeks, especially during the cold weather, and thus allow of safe and wide distribution,

Many species of fish such as Hilsa, Bhukti, Tropsi, Prawns, etc., could be canned and a small factory could be kept going almost continuously. Of course necessary equipment could not be obtained until the disturbed conditions consequent on the war have become more or less normal again. An immense amount of experimental work has been done by the Madras Fisheries Department with respect to tinning, salting, and smoking fish, and it is established beyond all doubt that the possibilities in this direction are very great in the Sundarbans.

Another industry capable of great extension is the production of fish manure. The demand for fish manure is almost unlimited, whereas the supply is practically nil. The prawn waste has already been referred to and it is quite certain that a considerable quantity of raw material is available other than prawn waste. All fish (sharks, rays, small species, etc.), unsuitable for the market, could be treated for oil, and the refuse used as manure. The quantity of fish oil produced in Bengal amounts to 500 maunds per

month. Individual fishermen boil down the entrails collected, and also whole fish which they are unable to sell, or fish unsuitable for the market, and in this way produce a few pints. Middlemen collect these small quantities from different parts of the province, and, eventually, it is placed on the market. The product is, of course, a mixture of oil from several species of fish, and of oil which has been prepared from both fresh and rotten fish. As a result, it is rancid and of little value commercially. Although the prospects with regard to fish oil are limited with respect to the fresh-water fisheries they are much greater in the Sundarbans.

It will thus be clear that in any organised attempt to open out and develop the Sundarbans fisheries, the first necessity is to obtain suitable means of transport, and by this is meant swift launches, each fitted with a refrigerating apparatus for the transport of fresh fish for the market. It is interesting to note that in this direction the various railways are taking up this question of cold storage and considerable progress has already been made. No fish would be wasted. Fish unsuitable for the market could be treated for oil and manure. Salting, smoking, and canning could be carried on daily to meet the requirements of people who are unable to obtain the fresh product. It would, of course, be desirable, in the first instance, to start in a small way. Opposition would undoubtedly be very great at first, but, with careful management and perseverance, success is certain. It should be realised that, amongst the Bengalees, fresh-water fishes are preferred, but in view of the high price of such fish, and its comparative scarcity, it seems probable that there would be an increase in demand for estuarine species. Bhukti, Hilsa, Tropsi and other species of estuarine fish are, at the present time, in great demand amongst Indians, but the price is beyond the reach of most.







DEPARTMENT OF FISHERIES, BENGAL AND BIHAR AND ORISSA.

# BULLETIN No. 16.

## STATISTICS OF FISH IMPORTED INTO CALCUTTA

**FOR THE**

**YEAR ENDING 31<sup>ST</sup> MARCH 1920.**



CALCUTTA :  
THE BENGAL SECRETARIAT BOOK DEPOT.  
1920.

[*Price—Indian, 6 annas.*]









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**1920.**





DEPARTMENT OF FISHERIES, BENGAL AND BIHAR AND ORISSA.

BULLETIN No. 16.

STATISTICS OF FISH IMPORTED INTO CALCUTTA

FOR THE

YEAR ENDING 31st MARCH 1920.

The statistics relating to fish imported into Calcutta during the year ending 31st March 1920 have, as usual, been collected and tabulated by the Director of Statistics. They are published herewith for general information. The totals for the last five years are as follows :—

				Mds.	Tons.
1915-16	...	...	...	240,143	= 8,822
1916-17	...	...	...	317,149	= 11,650
1917-18	...	...	...	301,258	= 11,067
1918-19	...	...	...	306,037	= 11,242
1919-20	...	...	...	312,975	= 11,497

This shows an increase of 6,938 maunds (255 tons) or about 2·27 per cent. over the last year's figures.

The imports by railways increased by 13,851 maunds (509 tons) as compared with the last year. There has been a steady and remarkable increase in the exports from the Chilka side, as will be seen from the following figures for the last three years :—

			1917-18.	1918-19.	1919-20.
			Mds.	Mds.	Mds.
Kaluparaghat	...	...	6,526	7,982	14,649
Balugaon	...	...	1,349	2,011	4,583
Rambha	...	...	339	2,683	2,966
Total	...	...	8,214	12,676	22,198

This is owing to the activities of certain Fishery Companies that have been started on the Chilka coast during the last few years.

The imports by inland steamers continue to decrease, as is evident from the figures for the last five years :—

					Mds.
1915-16	...	...	...	...	2,732
1916-17	...	...	...	...	2,185
1917-18	...	...	...	...	973
1918-19	...	...	...	...	322
1919-20	...	...	...	...	274

Improved railway communication from the fish exporting centres is probably the cause.

Imports by canal which decreased unaccountably in 1917-18 have again risen practically to normal :—

					Mds.
1915-16	...	...	...	...	31,542
1916-17	...	...	...	...	29,232
1917-18	...	...	...	...	17,251
1918-19	...	...	...	...	22,370
1919-20	...	...	...	...	29,869

The returns for imports by road fluctuate considerably from year to year, and it seems possible that complete statistics under this head are not always obtained.

**I.—ABSTRACT STATEMENT OF TOTAL IMPORTS OF FISH INTO CALCUTTA VIA ALL ROUTES FOR THE FIVE YEARS ENDING 1919-20.**

	1915-16.		1916-17.		1917-18.		1918-19.		1919-20.	
I—RAILWAYS.	Mds.	Srs. Tons.	Mds.	Srs. Tons.	Mds.	Srs. Tons.	Mds.	Srs. Tons.	Mds.	Srs. Tons.
Assam-Bengal ... ..	242	10= 8·9	855	0= 31·41	5,837	30= 214·45	5,630	10= 206·83	1,399	10= 51·4
Barasat-Basirhat Light ... ..	6,364	0= 233·78	8,911	0= 327·34	7,593	20= 278·94	10,116	0= 371·61	16,993	0= 624·23
Bengal Provincial ... ..	.....		211	12= 7·76	322	33= 11·86	408	26= 15·01	469	15= 17·25
Bengal-Nagpur ... ..	22,207	36= 815·80	24,919	35= 915·42	18,766	20= 689·38	22,802	22= 837·64	29,290	8= 1,075·98
Bengal and North-Western ... ..	5,534	16= 203·30	6,524	14= 239·67	4,929	7= 181·07	5,210	39= 191·42	2,473	27= 90·87
Eastern Bengal ... ..	145,705	38= 5,352·46	165,563	29= 6,081·93	156,816	29= 5,760·62	161,948	39= 5,949·15	166,825	17= 6,128·26
East Indian ... ..	9,025	39= 331·57	6,449	16= 236·92	4,849	28= 178·15	6,112	34= 224·55	8,036	18= 295·22
Howrah-Amra Light ... ..	1,069	0= 39·27	916	0= 33·65	1,311	0= 48·16	1,055	0= 38·75	1,918	0= 70·46
Howrah-Sheakhala ... ..	4	0= 0·15	.....		14	0= 0·51	.....		.....	
Kalighat-Falta ... ..	.....		.....		.....		269	0= 9·88	.....	
Total by all Railways ...	190,153	19= 6,985·23	214,350	26= 7,874·10	200,441	7= 7,363·14	213,554	10= 7,844·84	227,405	15= 8,352·65
II—STEAMER.										
Calcutta Steam Navigation Co. ...	2,732	30= 100·39	2,185	0= 80·26	973	10= 35·75	322	10= 11·84	274	20= 10·09
III—COUNTRY BOATS.										
Calcutta Canals ... ..	31,542	0= 1,158·69	29,232	0= 1,073·83	17,251	0= 633·71	22,370	0= 821·76	29,869	0= 1,097·23
Port Commissioners' Wharves ...	.....		2,677	0= 98·34	1,768	0= 64·95	1,817	0= 48·38	1,062	9= 39·02
Total by Boats ...	31,542	0= 1,158·69	31,909	0= 1,172·17	19,019	0= 698·66	23,687	0= 870·14	30,931	9= 1,136·25
IV—ROAD.	15,715	8= 577·29	68,704	26= 2,523·84	80,825	5= 2,969·09	68,473	37= 2,515·37	54,364	30= 1,997·07
GRAND TOTAL OF IMPORTS BY ALL ROUTES.	240,143	17= 8,821·60	317,149	12= 11,650·37	301,258	22= 11,066·64	305,037	17= 11,242·19	312,975	34= 11,497·06

CALCUTTA,  
The 10th June 1920.

R. S. FINLOW,  
Offg. Director of Fisheries, Bengal, Bihar and Orissa.



## II.—DETAILED STATEMENT OF FISH IMPORTED INTO CALCUTTA\* DURING THE YEAR ENDING THE 31st MARCH, 1920.

### I.—By Rail.

Names of places from which exported.				Weight.	
				Mds. srs.	Tons.
(1) <i>Assam-Bengal Railway</i> —					
Ashuganj	...	...	...	970 20 =	35·65
Bhairab Bazar	...	...	...	125 0 =	4·59
Comilla	...	...	...	2 0 =	0·07
Fenchuganj	...	...	...	206 30 =	7·60
Juri	...	...	...	20 0 =	0·73
Kulirchar	...	...	...	75 0 =	2·76
Total	...	...	...	1,399 10 =	51·40
Total for 1918-19	...	...	...	5,630 10 =	206·83
" " 1917-18	...	...	...	5,837 30 =	214·45
" " 1916-17	...	...	...	855 0 =	31·41
" " 1915-16	...	...	...	242 10 =	8·90
(2) <i>Barasat-Basirhat Light Railway</i> —					
Arbalia	...	...	...	109 0 =	4·00
Basirhat	...	...	...	5,238 0 =	192·42
Basirhat Kutchery	...	...	...	36 0 =	1·32
Beliaghata Bridge	...	...	...	84 0 =	3·09
Berachampa	...	...	...	53 0 =	1·94
Biswanathpur	...	...	...	7 0 =	0·26
Chingrighata	...	...	...	7,886 0 =	289·69
Dhankuria Gain Garden	...	...	...	2 0 =	0·07
Gop Mohal	...	...	...	5 0 =	0·18
Haroakhal	...	...	...	3,173 0 =	116·56
Kholapota	...	...	...	215 0 =	7·90
Maitra Bagan	...	...	...	86 0 =	3·16
Sarupnagar	...	...	...	99 0 =	3·64
Total	...	...	...	16,993 0 =	624·23
Total for 1918-19	...	...	...	10,116 0 =	371·61
" " 1917-18	...	...	...	7,593 20 =	278·94
" " 1916-17	...	...	...	8,911 0 =	327·34
" " 1915-16	...	...	...	6,364 0 =	233·78
(3) <i>Bengal Provincial Railway</i> —					
Bhastara	...	...	...	39 38 =	1·47
Dhaniakhali	...	...	...	39 6 =	1·44
Dwarbasini	...	...	...	197 18 =	7·25
Goai-Amra	...	...	...	23 4 =	0·85
Halusai	...	...	...	3 0 =	0·11
Jamalpurgunge	...	...	...	2 39 =	0·11
Kana Nadi	...	...	...	5 20 =	0·20
Mahanad	...	...	...	73 25 =	2·71
Majinan	...	...	...	7 0 =	0·26
Melki	...	...	...	29 30 =	1·09
Rudrani	...	...	...	27 36 =	1·03
Srikrishnapur	...	...	...	0 16 =	0·01
Suri Kalna	...	...	...	19 23 =	0·72
Total	...	...	...	469 15 =	17·25
Total for 1918-19	...	...	...	408 26 =	15·01
" " 1917-18	...	...	...	322 33 =	11·86
" " 1916-17	...	...	...	211 12 =	7·76

(Statistics for 1915-16 not obtained.)

\* The town of Calcutta with Howrah and Kidderpore Docks

Names of places from which exported			Weight.		
			Mds. srs.		Tons.
(4) <i>Bengal-Nagpur Railway—</i>					
Abada	...	...	1	0 =	0·04
Adra	...	...	36	1 =	1·32
Andul	..	...	13	6 =	0·48
Bagnan	...	...	257	39 =	9·48
Bahanga Bazar	...	...	947	0 =	34·79
Balasore	...	...	1,397	26 =	51·34
Ballichack	...	...	3	0 =	0·11
Balugaon	...	...	4,583	15 =	168·37
Bauria	...	...	8	20 =	0·31
Bhadrak	...	...	6	39 =	0·25
Bhogpur	...	...	9	10 =	0·34
Bobbili	...	...	11	0 =	0·40
Chandil	...	...	0	32 =	0·03
Chatrapur	...	...	184	36 =	6·79
Chengail	...	...	6	0 =	0·22
Contai Road	...	...	25	30 =	0·95
Danton	..	...	3	0 =	0·11
Deolti	...	...	472	4 =	17·34
Fuleswar	...	..	1,470	8 =	54·01
Garjaipur	...	...	201	15 =	7·40
Garmadhupur	..	...	10	37 =	0·40
Gidni	...	...	1	14 =	0·05
Jajpur Road	...	...	3	10 =	0·12
Jhalda	...	...	285	36 =	10·50
Jogpur	...	...	4	20 =	0·17
Kaluparaghat	...	...	14,649	16 =	538·14
Kolaghat	...	...	259	35 =	9·55
Kulgachia	...	...	71	12 =	2·62
Machada	...	...	2	20 =	0·09
Nekurseni	...	...	13	6 =	0·48
Panchkura	...	...	18	19 =	0·68
Puri	...	...	479	1 =	17·60
Purulia	...	...	124	12 =	4·57
Rambha	...	...	2,966	37 =	108·99
Rupsa	...	...	27	23 =	1·01
Sankrail	...	..	3	0 =	0·11
Silli	...	...	107	35 =	3·96
Thulin	...	...	84	10 =	3·09
Ulubaria	...	...	452	37 =	16·64
Unsani	...	...	1	0 =	0·04
Waltair	...	...	83	27 =	3·07
Total			...	29,290 8 =	1,075·96
Total for 1918-19			...	22,802 22 =	837·64
,, ,, 1917-18			...	18,766 20 =	689·38
,, ,, 1916-17			...	24,919 35 =	915·42
,, ,, 1915-16			...	22,207 36 =	815·80

(5) *Bengal and North-Western Railway—*

Dhamaraghat	...	...	2	20 =	0·09
Khagaria	...	...	1,647	7 =	60·51
Madhubani	...	...	0	28 =	0·03
Mahes Khunt	...	...	1	20 =	0·05
Makhana Bazar	...	...	777	5 =	28·55
Mansi	...	...	1	26 =	0·06
Motihari	...	...	0	3 =	0·003
Muzaffarpur	...	...	0	7 =	0·006
Rusaraghat	...	...	17	33 =	0·65
Samastipur	...	...	0	4 =	0·004

Names of places from which exported.

Weight.

Mds.	srs.	Tons.
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(5) *Bengal and North-Western Railway—concl'd.*

Semaria Ghat	...	...	0	20	=	0.02
Sonepur	...	...	0	4	=	0.004
Tegra	...	...	24	10	=	0.89
Total	...	...	2,473	27	=	90.867
Total for 1918-19	...	...	5,210	39	=	191.42
" " 1917-18	...	...	4,929	7	=	181.07
" " 1916-17	...	...	6,524	14	=	239.67
" " 1915-16	...	...	5,534	16	=	203.30

(6) *Eastern Bengal Railway—*(a) *Eastern Section—*

Alamdanga	...	...	45	30	=	1.68
Aranghata	...	...	11	0	=	0.40
Banpur	...	...	91	30	=	3.37
Belgachi	...	...	2,004	20	=	73.64
Belghuria	...	...	2	0	=	0.07
Bhairamara	...	...	3,549	0	=	130.37
Bogoola	...	...	26	0	=	0.96
Chakdaha	...	...	4	20	=	0.17
Chooadanga	...	...	247	20	=	9.09
Darsana	...	...	124	10	=	4.56
Faridpur	...	...	15	30	=	0.58
Goalbathan	...	...	1,033	30	=	37.98
Goalundo	...	...	18,728	20	=	687.99
Halsa	...	...	17	20	=	0.64
Jagati	...	...	26	10	=	0.96
Joyrampore	...	...	17	30	=	0.65
Kalukhali	...	...	152	10	=	5.59
Kanchrapara	...	...	19	0	=	0.70
Kankinarah	...	...	6	20	=	0.24
Khan-Khanpur	...	...	1	0	=	0.04
Khoksa	...	...	6	10	=	0.23
Kumarkhali	...	...	290	10	=	10.66
Kushtia	...	...	5,871	37	=	215.70
Kushtia Court	...	...	17	25	=	0.65
Machpara	...	...	16	0	=	0.59
Madanpur	...	...	2	20	=	0.09
Mirpur	...	...	18	0	=	0.66
Munshiganj	...	...	37	10	=	1.37
Pangsa	...	...	193	10	=	7.10
Poradaha	...	...	16	30	=	0.61
Raita	...	...	57	30	=	2.12
Rajbari	...	...	634	10	=	23.30
Ranaghat	...	...	8	20	=	0.32
Shibnibash	...	...	75	30	=	2.78
Shimurali	...	...	44	30	=	1.64
Shivarampur	...	...	50	10	=	1.85
Total	...	...	33,465	22	=	1,229.35

(b) *Central Section—*

Bamangachi	...	...	43	20	=	1.60
Barasat	...	...	56	0	=	2.06
Bejerdanga	...	...	461	30	=	16.96
Benapol	...	...	148	30	=	5.46
Bongong	...	...	304	10	=	11.18
Chandpara	...	...	76	20	=	2.81
Chengutia	...	...	16	20	=	0.60
Daulatpur	...	...	5,409	0	=	198.70
Dhopakhola	...	...	1	30	=	0.06



Names of places from which exported.

		Weight.			
		Mds.	srs.		Tons.
(6) <i>Eastern Bengal Railway</i> —contd.					
(b) Central Section— <i>concl'd.</i>					
Dogachi	...	146	0	=	5.36
Duttapukur	...	238	10	=	8.75
Gangnapur	...	15	30	=	0.58
Gobardanga	...	84	10	=	3.10
Godkhali	...	56	20	=	2.08
Gopalnagar	...	39	10	=	1.44
Guma	...	162	0	=	5.95
Habra	...	121	30	=	4.47
Hridaypur	...	1	10	=	0.05
Jessore	...	33	30	=	1.24
Jhikergachighat	...	86	10	=	3.17
Jhinadah	...	40	30	=	1.50
Khulna	...	7,146	10	=	262.52
Majirgram	...	48	20	=	1.78
Maslandpur	...	45	0	=	1.65
Nabharan	...	57	10	=	2.10
Nawapara	...	2,073	10	=	76.16
Phultala	...	869	10	=	31.93
Rupdia	...	2	20	=	0.09
Singia	...	3,274	30	=	120.30
Total	...	21,060	20	=	773.65
(c) Northern Section—					
Abdulpur	...	14	10	=	0.53
Atrai	...	7,354	10	=	270.16
Basudebpur	...	88	10	=	3.24
Gaibanda	...	0	10	=	0.01
Ishurdi	...	513	10	=	18.86
Madhnagar	...	1,099	10	=	40.38
Natore	...	725	0	=	26.63
Raninagor	...	58	20	=	2.15
Santahar	...	15	0	=	0.55
Sara	...	2,195	10	=	80.64
Total	...	12,063	10	=	443.15
(d) Southern Section—					
Baruipur	...	145	7	=	5.33
Basuldanga	...	118	20	=	4.35
Budge-Budge	...	66	0	=	2.42
Canning	...	29,543	30	=	1,085.28
Champabati	...	8	20	=	0.31
Dhamuah	...	5	0	=	0.18
Diamond Harbour	...	2,095	34	=	76.99
Garia	...	102	20	=	3.77
Ghootiari Shariff	...	44	7	=	1.62
Mallickpur	...	754	2	=	27.71
Mograhat	...	2,986	0	=	109.69
Piali	...	29	34	=	1.10
Sonarpur	...	270	14	=	9.93
Songrampur	...	26	10	=	0.97
Taldi	...	127	15	=	4.68
Total	...	36,323	13	=	1,334.33
(e) Murshidabad Section—					
Bahadurpur	...	2	10	=	0.08
Beldanga	...	736	20	=	27.06
Berhampur Court	...	357	30	=	13.14
Bethuadahari	...	65	0	=	2.39
Bhabta	...	84	10	=	3.09
Bhagwangola	...	56	30	=	2.08

Names of places from which exported.

Weight.

(6) *Eastern Bengal Railway*—contd.(e) *Murshidabad Section*—concl'd.

			Mds. srs.			Tons.
Birnagar	...	...	2	0	=	0·07
Debagram	...	...	24	10	=	0·89
Dhubulia	...	...	14	20	=	0·53
Jiaganj	...	...	5	30	=	0·21
Kasimbazar	...	...	200	30	=	7·38
Krishnagar City	...	...	3	20	=	0·13
Lalgolaghat	...	...	395	20	=	14·53
Muragacha	...	...	5	0	=	0·18
Murshidabad	...	...	263	0	=	9·66
Panighata	...	...	22	20	=	0·83
Plassey	...	...	256	30	=	9·43
Rejinagar	...	...	81	0	=	2·98
Sargachi	...	...	135	10	=	4·97
Sonadanga	...	...	3	20	=	0·13
Subarnamirgi	...	...	0	20	=	0·02
Total	...	...	2,716	10	=	99·78

(f) *Assam-Bihar Section*—

Amnura	...	...	5	30	=	0·21
Eklakhi	...	...	228	10	=	8·38
Gauhati	...	...	0	20	=	0·02
Godagari Ghat	...	...	947	2	=	34·79
Harischandrapur	...	...	5	10	=	0·19
Kachua	...	...	21	30	=	0·80
Kariali ...	...	...	328	20	=	12·07
Kasba ...	...	...	0	20	=	0·02
Katihar	...	...	17	30	=	0·65
Kurigram	...	...	7	20	=	0·28
Mahadeopur	...	...	282	20	=	10·38
Maniharighat	...	...	1	20	=	0·05
Mochia	...	...	1	0	=	0·04
Nimasarai	...	...	7	0	=	0·26
Rohanpur	...	...	204	20	=	7·51
Sarbhog	...	...	0	30	=	0·03
Shamsi	...	...	108	10	=	3·97
Sonaily	...	...	0	30	=	0·03
Total	...	...	2,169	2	=	79·68

(g) *Sara-Serajgunge Section*—

Bhangoora	...	...	10,159	10	=	373·19
Chatmohar	...	...	92	30	=	3·41
Dhanbila	...	...	49	20	=	1·82
Dilpasbar	...	...	838	20	=	30·80
Kalia Haripur	...	...	30	0	=	1·10
Lahirimohanpur	...	...	1,134	0	=	41·66
Mooladuli	...	...	8	10	=	0·30
Salop	...	...	0	10	=	0·01
Saratnagar	...	...	281	0	=	10·32
Serajgunge Bazar	...	...	509	20	=	18·72
Ullapara	...	...	34	10	=	1·26
Total	...	...	13,137	10	=	482·59

(h) *Khulna-Bagerhat Section*—

Bagerhat	...	...	763	0	=	28·03
Jatrapur	...	...	96	30	=	3·55
Malghor	...	...	1,679	20	=	61·70
Total	...	...	2,539	10	=	93·28

Names of places from which exported.	Weight.		
	Mds.	srs.	Tons.
(6) <i>Eastern Bengal Railway</i> —contd.			
(i) <i>Dacca Section</i> —			
Dacca ... ..	281	10	= 10·33
Total ... ..	281	10	= 10·33

(j) *Partly rail and partly river-borne traffic*—(1) *India General Navigation and Railway Company*—

Bohar ... ..	1,313	30	= 48·26
Chandpur ... ..	1,555	30	= 57·15
Charghat ... ..	0	10	= 0·01
Gobratola ... ..	0	30	= 0·03
Jalaldi ... ..	808	20	= 29·70
Kadirpur ... ..	734	30	= 26·99
Kamalaghat ... ..	78	30	= 2·90
Kanchanpur ... ..	1,374	20	= 50·49
Lalpur Brahmanbaria ... ..	3	20	= 0·13
Mainot ... ..	613	30	= 22·51
Mawah ... ..	27	20	= 1·01
Mirkadim ... ..	0	20	= 0·02
Nandalalpur ... ..	321	20	= 11·81
Naraingunge ... ..	7,920	0	= 290·94
Narisha ... ..	599	30	= 22·03
Narsingdi ... ..	75	0	= 2·76
Pabna ... ..	6	0	= 0·22
Patibona ... ..	75	20	= 2·78
Premtali ... ..	49	30	= 1·83
Rajkhara ... ..	682	10	= 25·06
Rajshahi ... ..	3	30	= 0·14
Sardah ... ..	49	10	= 1·81
Shatnal ... ..	340	30	= 12·52
Sureshur ... ..	190	10	= 6·99
Tarpasa ... ..	1,380	0	= 50·70
Tepakhola ... ..	4,764	10	= 175·02
Total ... ..	22,970	10	= 843·81

(2) *Rivers Steam Navigation Company*—

Aricha ... ..	4	0	= 0·15
Barisal ... ..	1,468	20	= 53·94
Benani ... ..	226	0	= 8·30
Chalna ... ..	81	10	= 2·98
Dakope ... ..	920	30	= 33·82
Domesha ... ..	12	10	= 0·45
Ghatbhog ... ..	143	20	= 5·27
Gopalganj ... ..	5,082	10	= 186·69
Jobsa ... ..	6	20	= 0·24
Kaligram ... ..	169	20	= 6·22
Katipara ... ..	9	20	= 0·35
Nagarbari ... ..	69	0	= 2·53
Naldi ... ..	838	20	= 30·80
Natun Bharanga ... ..	157	10	= 5·77
Nilkundi ... ..	14	0	= 0·52
Paikgacha ... ..	204	30	= 7·52
Pathgate ... ..	2,562	20	= 94·13
Raruli ... ..	29	20	= 1·08
Sachidah ... ..	216	30	= 7·96
Sadhugunge ... ..	559	20	= 20·55
Sindiaghat ... ..	4,733	0	= 173·86



Names of places from which exported.

Weight.

Mds. srs. Tons.

(6) *Eastern Bengal Railway—concl'd.*(j) Partly rail and partly river-borne traffic—*concl'd.*(2) Rivers Steam Navigation Company—*concl'd.*

Sthalachar Steamer Ghat	...	350	10	=	12·87
Tona	...	117	10	=	4·31
Ulpur	...	2,123	10	=	78·00
Total	...	20,099	20	=	738·31

Total for Eastern Bengal Railway	...	166,825	17	=	6,128·26
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Total for 1918-19	...	161,948	39	=	5,949·15
" " 1917-18	...	156,816	29	=	5,760·62
" " 1916-17	...	165,563	29	=	6,081·93
" " 1915-16	...	145,705	38	=	5,352·46

(7) *East Indian Railway—*

(a) Main Line—

Arrah	...	44	34	=	1·65
Bahirkhand	...	10	15	=	0·38
Balagarh	...	8	0	=	0·29
Bandel	...	77	3	=	2·83
Barh	...	667	11	=	24·51
Begumpur	...	0	35	=	0·03
Belmuri	...	397	28	=	14·61
Boinchee	...	341	29	=	12·55
Borachak	...	2	20	=	0·09
Burhee	...	158	26	=	5·83
Buxar	...	28	26	=	1·05
Chandanpur	...	5	32	=	0·21
Chinsura	...	73	3	=	2·68
Debipur	...	11	26	=	0·43
Dehri-on-Sone	...	0	15	=	0·01
Delhi Junction	...	4	22	=	0·17
Dhanbad	...	0	6	=	0·005
Dhulian-Ganges	...	462	2	=	16·97
Dildarnagore	...	6	8	=	0·23
Dubrajpur	...	1	4	=	0·04
Gadi	...	3	36	=	0·14
Gankar	...	10	23	=	0·39
Guptipara	...	7	30	=	0·29
Gurup	...	319	34	=	11·75
Haripal	...	1	20	=	0·06
Jamtara	...	0	20	=	0·02
Jaugram	...	133	4	=	4·89
Kalna Court	...	3	6	=	0·12
Katrasgarh	...	0	16	=	0·02
Kiul	...	40	12	=	1·48
Madhupur	...	0	4	=	0·004
Magra	...	57	27	=	2·12
Mankatha	...	162	16	=	5·97
Masagram	...	59	3	=	2·17
Meja Road	...	0	25	=	0·02
Memari	...	241	11	=	8·86
Mokameh	...	308	32	=	11·34
Nimtita	...	9	9	=	0·34
Ondal	...	5	11	=	0·19
Panchara	...	4	20	=	0·17
Pandooah	...	865	22	=	31·80
Patna Junction	...	0	5	=	0·005
Rajbandh	...	30	8	=	1·11

Names of places from which exported.

Names of places from which exported.		Weight.			
		Mds. srs.		Tons.	
(7) <i>East Indian Railway—concl'd.</i>					
(a) <i>Main Line—concl'd.</i>					
Raniganj	...	10	39	=	0.40
Rasulpur	...	1	15	=	0.05
Sajanipara	...	1	9	=	0.05
Saktigarh	...	29	10	=	1.08
Salar	...	0	16	=	0.02
Sheoraphuli	...	6	2	=	0.22
Sheikpura	...	18	3	=	0.66
Simlagarh	...	357	28	=	13.14
Suri	...	0	23	=	0.02
Tildanga	...	25	3	=	0.92
Total	...	5,019	7	=	184.384
(b) <i>Loop Line—</i>					
Bakudih	...	11	24	=	0.42
Barharwa	...	1	8	=	0.04
Bariarpur	...	22	19	=	0.83
Bhagalpur	...	872	28	=	32.06
Bokhara	...	6	0	=	0.22
Chattra	...	1	10	=	0.05
Colgong	...	394	32	=	14.50
Ghogha	...	0	18	=	0.02
Jamalpur	...	48	28	=	1.79
Kajra	...	62	20	=	2.30
Maharajpur	...	18	10	=	0.67
Monghyr	...	113	22	=	4.17
Murarai	...	1	0	=	0.04
Pirpainti	...	213	19	=	7.84
Rajmehal	...	614	28	=	22.58
Sahebganj	...	45	30	=	1.68
Sainthia	...	4	15	=	0.16
Sakrigali Junction	...	464	11	=	17.05
Sultangunge	...	119	39	=	4.41
Taljhari	...	0	10	=	0.01
Total	...	3,017	11	=	110.84
Total for East Indian Railway		8,036	18	=	295.224
Total for 1918-19		6,112	34	=	224.55
,, „ 1917-18		4,849	28	=	178.15
,, „ 1916-17		6,449	16	=	236.92
,, „ 1915-16		9,025	39	=	331.57
(8) <i>Howrah-Amta Light Railway—</i>					
Amta	...	968	0	=	35.56
Autpur	...	32	0	=	1.17
Bargachia	...	126	0	=	4.63
Dakhinbari	...	411	0	=	15.10
Jalalsi	...	31	0	=	1.14
Jangipara	...	49	0	=	1.80
Maju	...	15	0	=	0.55
Makardah	...	27	0	=	0.99
Munshirhat	...	129	0	=	4.74
Panpur	...	120	0	=	4.41
Patihal	...	4	0	=	0.15
Prosadpur	...	6	0	=	0.22
Total	...	1,918	0	=	70.46
Total for 1918-19		1,055	0	=	38.75
,, „ 1917-18		1,311	0	=	48.16
,, „ 1916-17		916	0	=	33.65
,, „ 1915-16		1,069	0	=	39.27

Names of places from which exported.		Weight.		
		Mds.	srs.	Tons.
(9) <i>Howrah-Sheakhala Light Railway—</i>		<i>Nil</i>	=	<i>Nil</i>
Total for 1918-19	...	<i>Nil</i>	=	<i>Nil</i>
" " 1917-18	...	14	0 =	0.51
" " 1916-17	...	<i>Nil</i>	=	<i>Nil</i>
" " 1915-16	...	4	0 =	0.15
(10) <i>Kalighat-Falta Railway—*</i>		<i>Nil</i>		<i>Nil</i>
Total for 1918-19	...	269	0 =	9.88

\* Opened in 1918.

## II.—By Inland Steamers.

<i>Calcutta Steam Navigation Company—</i>		Mds. srs.			Tons.
Boragachi	...	26	0 =		0.96
Budge-Budge	...	1	0 =		0.04
Fultha	...	2	30 =		0.10
Gewankhali	...	58	0 =		2.13
Naldari	...	149	0 =		5.47
Shibganj	...	4	0 =		0.15
Uluberia	...	33	30 =		1.24
Total	...	274	20 =		10.09
Total for 1918-19	...	322	10 =		11.84
" " 1917-18	...	973	10 =		35.75
" " 1916-17	...	2,185	0 =		80.26
" " 1915-16	...	2,732	30 =		100.39

## III.—By Country Boats.

(a) Quantity landed within the jurisdiction of the Calcutta Port Commissioners' inland vessels wharves—

		Mds.	srs.	Tons.
Budge-Budge	...	1,062	9* =	39.02*
Total	...	1,062	9* =	39.02*
Total for 1918-19	...	1,317	0* =	48.38*
" " 1917-18	...	1,768	0* =	64.95*
" " 1916-17	...	2,677	0* =	98.34*

(b) Calcutta Canals—

Bakarganj	...	60	0 =	2.20
Dacca	...	1,920	0 =	70.53
Faridpur	...	8,974	0 =	329.65
Hooghly	...	157	0 =	5.77
Jessore	...	1,165	0 =	42.80
Khulna	...	6,275	0 =	230.51
Midnapur	...	56	0 =	2.06
24-Parganas	...	11,262	0 =	413.71
Total	...	29,869	0 =	1,097.23
Total for 1918-19	...	22,370	0 =	821.76
" " 1917-18	...	17,251	0 =	633.71
" " 1916-17	...	29,232	0 =	1,073.83
" " 1915-16	...	31,542	0 =	1,158.69

\* Represents the imports of raw fish netted in the river between Budge-Budge and Garden Reach. Statistics for 1915-16 were not obtained from the Commissioners for the Port of Calcutta.



## IV.—By Road.

Names of places from which exported.			Weight.		
			Mds.	srs.	Tons.
Akrah	...	...	2	0	0·07
Alambazar	...	...	78	32	2·89
Anandpur	...	...	1,483	0	51·48
Andul	...	...	432	0	15·87
Bajbarantola	...	...	226	0	8·30
Bally Jala	...	...	153	0	5·62
Baltigri	...	...	89	0	3·27
Bamangachi	...	...	563	0	20·68
Bandal	...	...	184	0	6·76
Bankrah	...	...	78	0	2·87
Bantola	...	...	837	0	30·74
Bantra	...	...	110	0	4·04
Barahanagar	...	...	227	25	8·36
Baulhati	...	...	5	0	0·18
Behala	...	...	28	0	1·03
Belgachia	...	...	26	0	0·95
Bhasha	...	...	476	0	17·48
Bistupur	...	...	2,217	0	81·44
Bonderbill	...	...	157	30	5·80
Canning	...	...	3,341	0	122·73
Chak Jagordal	...	...	2,292	0	84·20
Chakraberia	...	...	655	0	24·06
Chamarail	...	...	62	0	2·28
Chamurat	...	...	566	0	20·79
Chanditolah	...	...	39	0	1·10
Chingrighata	...	...	192	0	7·05
Chowbaga	...	...	301	0	11·06
College Ghat	...	...	266	0	9·77
Cossipore	...	...	75	3	2·76
Dakhinbari	...	...	106	0	3·89
Dewara	...	...	469	0	17·23
Dhapa*	...	...	7,265	0	266·89
Domjur	...	...	118	0	4·33
Dorgatola	...	...	249	0	9·15
Dum-Dum	...	...	200	0	7·35
Gohalbati	...	...	461	0	16·93
Goniagachi	...	...	626	0	23·00
Goriah	...	...	1,869	0	68·66
Hosseinpur	...	...	361	0	13·26
Jadabpur†	...	...	4,445	0	163·29
Jaipur	...	...	117	30	4·33
Jingerpole	...	...	14	0	0·51
Jutgiri	...	...	5	0	0·18
Kalikapur	...	...	3,948	0	145·03
Kheyadah	...	...	503	0	18·48
Khorki	...	...	1,140	0	41·88
Khunderabad	...	...	227	0	8·34
Kolarkhal	...	...	318	0	11·68
Kona	...	...	413	0	15·17
Kowrapukur	...	...	5,295	0	194·51
Kristopur	...	...	2,514	0	92·35
Kustia	...	...	128	0	4·70
Lilloah	...	...	127	30	4·69
Makardah	...	...	178	0	6·54
Makhla	...	...	60	0	2·20
Mauri	...	...	44	0	1·62
Metiabruz	...	...	138	0	5·07
Nazirabad	...	...	444	0	16·31
Nowapara	...	...	134	0	4·92
Pailan	...	...	454	0	16·68
Paulparah	...	...	122	0	4·48

\* Including Chingrighatta.

† Including Goria.

Names of places from which exported		Weight.			
		Mds. srs.			Tons.
Payaratungi	...	37	0	=	1.36
Podra	...	402	0	=	14.77
Puddopukur	...	117	0	=	4.30
Raghunathpur	...	123	0	=	4.52
Rajapur	...	696	0	=	25.57
Rajganj	...	3	0	=	0.11
Sankrail	...	34	0	=	1.25
Santragachi	...	559	0	=	20.53
Serkerpool	...	6	0	=	0.22
Shalap	...	106	0	=	3.89
Shanpur	...	90	0	=	3.30
Sinthe	...	170	0	=	6.25
Syamnagore	...	3,606	0	=	132.47
Tetulkuli	...	43	0	=	1.58
Thakurpukur	...	175	0	=	6.43
Thana Makwa	...	15	0	=	0.55
Utebhahati	...	536	0	=	19.69
Total	...	54,364	30	=	1,997.07
Total for 1918-19	...	68,473	37	=	2,515.37
" " 1917-18	...	80,825	5	=	2,969.09
" " 1916-17	...	68,704	26	=	2,523.84
" " 1915-16	...	15,715	8*	=	577.29

\* These statistics represent the trade registered at the different stations from the latter part of January to the end of March 1916.





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C. 17

**DEPARTMENT OF FISHERIES, BENGAL AND BIHAR AND ORISSA**

**BULLETIN No. 17.**

**STATISTICS OF FISH IMPORTED INTO CALCUTTA**

**FOR THE**

**YEAR ENDING 31st MARCH 1921.**



**CALCUTTA:**

**THE BENGAL SECRETARIAT BOOK DEPOT.**

**1921.**

**[Price, 8 annas.]**









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# DEPARTMENT OF FISHERIES, BENGAL AND BIHAR AND ORISSA.

## BULLETIN No. 17.

### STATISTICS OF FISH IMPORTED INTO CALCUTTA

FOR THE

YEAR ENDING 31st MARCH 1921.

The statistics relating to fish imported into Calcutta during the year 1920-21 have, as usual, been collected and tabulated by the Director of Statistics. They are published herewith for general information. The totals for the last five years are as follows :—

				Mds.		Tons.
1916-17	...	...	...	...	317,149	= 11,650
1917-18	...	...	...	...	301,258	= 11,067
1918-19	...	...	...	...	306,037	= 11,242
1919-20	...	...	...	...	312,975	= 11,497
1920-21	...	...	...	...	370,119	= 13,596

This shows an increase of 57,144 maunds (2,099 tons) or about 18 per cent. over the last year's figures, and about 21 per cent. over those of 1918-19. Four Railway Companies, viz., Eastern Bengal, Bengal-Nagpur, Assam-Bengal and Barasat-Basirhat Light Railways are responsible for this abnormal increase, the Eastern Bengal Railway, which carried about 54 per cent. of the total imports, alone showing an increase of 32,000 maunds (1,177 tons) over the last year. The exports from the Chilka side show a steady and remarkable increase as will be seen from the following figures :—

			1917-18.	1918-19.	1919-20.	1920-21.
			Mds.	Mds.	Mds.	Mds.
Kaluparaghat	...	...	6,526	7,982	14,649	19,028
Balugaon	...	...	1,349	2,011	4,583	9,239

In spite of the last year's failure of the hilsa season Goalundo exported about 4,000 maunds more than the previous year. The following districts were the main sources of supply :—

(1) The 24-Parganas (chiefly Hasnabad and Diamond Harbour)	...	...	...	...	34 per cent. of the total import.
(2) Faridpur (chiefly Goalundo)	...	...	...	14	ditto.
(3) Dacca (Narayanganj)	...	...	...	13.5	ditto.
(4) Puri (Chilka side)	...	...	...	8	ditto.
(5) Khulna (Khulna and Daulatpur)	...	...	...	6	ditto.
(6) Pabna (chiefly Bhangura)	...	...	...	5	ditto.
(7) Nadia (Kusthia)	...	...	...	4	ditto.
(8) Tippera (Ashuganj)	...	...	...	3	ditto.

The remaining one-eighth of the total arrivals came from other districts.

The imports by inland steamer and country boat continue to decrease, and this is no doubt due to improved railway communication from the fish-exporting centres. The imports by canals also show a fall of 7,000 maunds as compared with the last year's figures, and this is most probably due to a decrease in the export of *jaola* fish from Faridpur, Jessore and Khulna sides.



# **I.—ABSTRACT STATEMENT OF TOTAL IMPORTS OF FISH INTO CALCUTTA VIA ALL ROUTES FOR THE FIVE YEARS ENDING 1920-21.**

Routes.	1916-17.		1917-18.		1918-19.		1919-20.		1920-21.	
I—RAILWAYS.	Mds.	srs. Tons.	Mds.	srs. Tons.	Mds.	srs. Tons.	Mds.	srs. Tons.	Mds.	srs. Tons.
Assam-Bengal ... ..	855	0= 31'41	5,837	30= 214'45	5,630	10= 206'83	1,399	10= 51'4	12,794	26= 470'01
Barasat-Basirhat Light ... ..	8,911	0= 327'34	7,593	20= 278'94	10,116	0= 371'61	16,993	0= 624'23	31,354	0= 1,151'78
Bengal Provincial ... ..	211	12= 7'76	322	33= 11'86	408	26= 15'01	469	15= 17'25	225	11= 8'28
Bengal-Nagpur ... ..	24,919	35= 916'42	18,766	20= 689'38	22,802	22= 837'64	29,290	8= 1,075'96	35,975	33= 1,321'56
Bengal and North-Western ... ..	6,524	14= 239'67	4,929	7= 181'07	5,210	39= 191'42	2,473	27= 90'87	1 129	0= 41'47
Eastern Bengal ... ..	165,563	29= 6,081'93	156,816	29= 5,760'62	161,948	39= 5,949'15	166,825	17= 6,128'28	198,868	15= 7,305'37
East Indian ... ..	6,449	18= 236'92	4,849	28= 178'15	6,112	34= 224'55	8,036	18= 295'22	6,696	15= 245'69
Howrah-Amra Light ... ..	916	0= 33'65	1,311	0= 48'16	1,055	0= 38'75	1,918	0= 70'46	1,877	0= 50'58
Howrah-Sheakhala ... ..	.....		14	0= 0'51	.....		.....		3	0= 0'11
Kalighat-Falta ... ..	.....		.....		269	0= 9'88	.....		.....	
Total by all Railways ...	214,350	26= 7,874'10	200,441	7= 7,383'14	213,554	10= 7,844'84	227,405	15= 8 353'65	288,423	20= 10,595'15
II—STEAMER.										
Calcutta Steam Navigation Co. ...	2,185	0= 80'26	973	10= 35'75	322	10= 11'84	274	20= 10'09	23	20= 1'06
III—COUNTRY BOATS.										
Calcutta Canals ... ..	22,232	0= 1,073'83	17,251	0= 633'71	22,370	0= 821'76	29,869	0= 1,097'23	22,200	0= 815'51
Port Commissioners' Wharves ... ..	2,677	0= 98'34	1,768	0= 64'95	1,317	0= 48'38	1,062	9= 39'02	1,029	10= 37'81
Total by Boats ...	31,909	0= 1,172'17	19,019	0= 698'66	23,687	0= 870'14	30,931	9= 1,136'25	23,229	10= 853'32
IV—ROAD.	68,704	26= 2,523'84	80,825	5= 2,969'09	68,473	37= 2,515'37	54,364	30= 1,997'07	58,438	10= 2,146'71
GRAND TOTAL OF IMPORTS BY ALL ROUTES.	317,149	12= 11,650'37	301,258	22= 11,066'64	306,037	17= 11,242'19	312,975	34= 11,497'06	370,119	20= 13,596'23

CALCUTTA,  
The 1st July 1921. }

G. EVANS,  
Offg. Director of Fisheries, Bengal.

## II.—DETAILED STATEMENT OF FISH IMPORTED INTO CALCUTTA\* DURING THE YEAR ENDING THE 31st MARCH, 1921.

### I.—By Rail.

Names of places from which exported.				Weight.		
				M'ls.	srs.	Tons.
(1) <i>Assam-Bengal Railway</i> —						
Ashuganj ...	...	...		7,065	20	= 259·55
Bhairab Bazar	.	...		53	0	= 1·95
Bharonchal ...	...	...		111	37	= 4·11
B. Nawabganj	...	...		2	0	= 0·07
Chitosi Road	...	...		1	20	= 0·05
Fenchuganj ...	...	...		59	10	= 2·18
Kulirchar ...	...	...		4,263	36	= 156·63
Narsingdi ...	...	...		1,207	33	= 44·37
Nilganj ...	...	...		19	30	= 0·73
Sylhet ghât ...	...	...		10	0	= 0·37
Total ...				12,794	26	= 470·01
Total for 1919-20 ...				1,399	10	= 51·40
" " 1918-19 ...				5,630	10	= 206·83
" " 1917-18 ...				5,837	30	= 214·45
" " 1916-17 ...				855	0	= 31·41
(2) <i>Barasat-Basirhat Light Railway</i> —						
Arbalia ...	...	...		129	0	= 4·74
Basirhat ...	..	...		7,330	0	= 269·26
Basirhat Kutchery	...	...		11	0	= 0·41
Baliaghata Bridge	...	...		34	0	= 1·25
Berachampa	...	...		58	0	= 2·13
Deganga ...	...	...		10	0	= 0·37
Dhankuria Gain Garden	...	...		189	0	= 6·94
Gop Mohal	...	...		9	0	= 0·33
Haroakhal ...	...	...		73	0	= 2·68
Hasnabad ...	...	..		23,284	0	= 855·33
Kharibaria ...	...	...		30	0	= 1·10
Kholapota ...	...	...		120	0	= 4·41
Langalpota ...	...	...		12	0	= 0·44
Sarupnagar ...	...	...		32	0	= 1·18
Taki Road ...	...	...		33	0	= 1·21
Total <sup>†</sup> ...				31,354	0	= 1,151·78
Total for 1919-20 ...				16,993	0	= 624·23
" " 1918-19 ...				10,116	0	= 371·61
" " 1917-18 ...				7,593	20	= 278·94
" " 1916-17 ...				8,911	0	= 327·34
(3) <i>Bengal Provincial Railway</i> —						
Bhastara ...	...	...		16	27	= 0·61
Dashghara ...	...	...		6	0	= 0·22
Dhaniakhali	...	...		34	20	= 1·27
Dwarbasini ...	...	...		95	19	= 3·51
Jamalpurunge	...	...		1	13	= 0·05
Mahanad ...	...	...		18	36	= 0·70
Majinan ...	...	..		9	0	= 0·33
Melki ...	...	...		29	36	= 1·10
Rudrani ...	...	...		5	0	= 0·18
Srikrishnapur	...	...		8	20	= 0·31
Total ...				225	11	= 8·28
Total for 1919-20 .				469	15	= 17·25
" " 1918-19 ...				408	26	= 15·01
" " 1917-18 ...				322	33	= 11·86
" " 1916-17 ...				211	12	= 7·76

\* The town of Calcutta with Howrah and Kidderpore Docks.

Names of places from which exported.

				Weight.		
				Mds.	srs.	Tons.
(4) <i>Bengal-Nagpur Railway—</i>						
Adra	...	...	...	15	14	= 0.57
Andul	...	...	...	9	5	= 0.34
Bagnan	...	...	...	109	27	= 4.03
Bahanga Bazar	...	...	...	624	30	= 22.95
Balasore	...	...	...	623	19	= 22.90
Balugaon	...	...	...	9,239	9	= 339.40
Basta	...	...	...	5	30	= 0.21
Bhogpur	...	...	...	0	20	= 0.02
Chatrapur	...	...	...	689	32	= 25.34
Cuttack	...	...	...	7	8	= 0.27
Dalbhumgarh	...	...	...	0	20	= 0.02
Danton	...	...	...	2	20	= 0.09
Deolti	...	...	...	276	27	= 10.16
Fuleswar	...	...	...	240	12	= 8.83
Gangadharpur	...	...	...	911	36	= 33.50
Ganjam	...	...	...	212	3	= 7.79
Garjaipur	...	...	...	74	15	= 2.73
Garmadhupur	...	...	...	211	29	= 7.78
Haur	...	...	...	9	16	= 0.35
Humma	...	...	...	16	10	= 0.60
Jajpur Road	...	...	...	24	7	= 0.89
Jellasore	...	...	...	2	20	= 0.09
Jhalda	...	...	...	106	10	= 3.90
Kalikota	...	...	...	40	25	= 1.49
Kaluparaghat	...	...	...	19,028	27	= 699.01
Khargpur	...	...	...	0	20	= 0.02
Kolaghat	...	...	...	54	8	= 1.99
Kuhuri	...	...	...	46	30	= 1.72
Kulgachia	...	...	...	48	30	= 1.79
Machada	...	...	...	7	20	= 0.28
Panchkura	...	...	...	22	17	= 0.82
Puri	...	...	...	518	17	= 19.04
Purulia	...	...	...	1	20	= 0.05
Rambha	...	...	...	2,621	8	= 96.29
Ranchi	...	...	...	0	37	= 0.03
Rupsa	...	...	...	1	30	= 0.06
Sankrail	...	...	...	39	2	= 1.43
Silli	...	...	...	45	22	= 1.67
Soro	...	...	...	2	29	= 0.10
Thulin	...	...	...	21	7	= 0.78
Ulubaria	...	...	...	59	25	= 2.19
Unsani	...	...	...	1	0	= 0.04
Total	...	...	...	35,975	33	= 1,321.56
Total for 1919-20	...	...	...	29,290	8	= 1,075.96
„ „ 1918-19	...	...	...	22,802	22	= 837.64
„ „ 1917-18	...	...	...	18,766	20	= 689.38
„ „ 1916-17	...	...	...	24,919	35	= 915.42

(5) *Bengal and North-Western Railway—*

Bachwara	...	...	...	1	30	= 0.07
Baruni Junction	...	...	...	4	27	= 0.17
Begusarai	...	...	...	0	14	= 0.01
Dauram Madhupura	...	...	...	1	32	= 0.07
Darbhanga	...	...	...	0	13	= 0.01
Kamtaul	...	...	...	2	20	= 0.09
Khagaria	...	...	...	428	21	= 15.74
Kursela	...	...	...	7	2	= 0.26
Lahiria Sarai	...	...	...	0	23	= 0.02
Mahes Khunt	...	...	...	29	30	= 1.09
Makhana Bazar	...	...	...	466	16	= 17.13
Muzaffarpur	...	...	...	1	5	= 0.04
Narayanpur	...	...	...	14	0	= 0.52
Naugachia	...	...	...	6	30	= 0.25
Rusaraghat	...	...	...	163	13	= 6.00

Names of places from which exported.

Weight.

Mds. srs.

Tons.

(5) *Bengal and North Western Railway*—contd.

Sonepur	...	...	0	4	=	0 004
					=	
Total	...	...	1,129	0	=	41·474
					=	
Total for 1919-20	...	...	2,473	27	=	90·86
" " 1918-19	...	...	5,210	39	=	191·42
" " 1917-18	...	...	4,929	7	=	181·07
" " 1916-17	...	...	6,524	14	=	239·67

(6) *Eastern Bengal Railway*—(a) *Eastern Section*—

Atrai	...	...	5,125	32	=	188·30
Alamdanga	...	...	14	0	=	0·51
Aranghata	...	...	7	30	=	0·29
Banpur	...	...	61	30	=	2·27
Belgachi	...	...	2,296	27	=	84·37
Bhairamara	...	...	107	10	=	3·94
Bogoola	...	...	47	20	=	1·75
Chakdaha	...	...	23	30	=	0·87
Chooadanga	...	...	173	0	=	6·36
Darsana	...	...	124	12	=	4·57
Faridpur	...	...	6	0	=	0·22
Goalbathan	...	...	329	0	=	12·09
Goalundo	...	...	22,132	0	=	813·01
Gopalpur	...	...	4	30	=	0·17
Halsa	...	...	27	0	=	0·99
Ishurdi	...	...	14	26	=	0·54
Jagati	...	...	18	0	=	0·66
Joyrampore	...	...	34	30	=	1·28
Kalukhali	...	...	265	30	=	9·76
Kumarkhali	...	...	249	23	=	9·17
Kushtia	...	...	14,212	22	=	522·09
Kustia Court	...	...	30	12	=	1·11
Machpara	...	...	11	20	=	0·42
Madhnagar	...	...	167	0	=	6·13
Munshiganj	...	...	16	0	=	0·59
Nattore	...	...	56	3	=	2·06
Nilmaniganj	...	...	1	30	=	0·06
Pangsa	...	...	59	5	=	2·17
Poradaha	...	...	19	30	=	0·73
Raita	...	...	24	20	=	0·90
Rajbari	...	...	344	15	=	12·65
Raninagar	...	...	58	0	=	2·13
Santabar	...	...	10	20	=	0·39
Saraghat	...	...	951	22	=	34·95
Shibnibash	...	...	104	24	=	3·84
Tittagarh	...	...	2	0	=	0·07
					=	
Total			47,132	33	=	1,731·41

(b) *Central Section*—

Bamangachi	...	...	8	20	=	0·31
Barasat	...	...	172	30	=	6·35
Bejerdanga	...	...	112	30	=	4·14
Benapol	...	...	148	5	=	5·44
Birati	...	...	5	0	=	0·18
Bongong	...	...	434	0	=	15·94
Chandpara	...	...	64	10	=	2·36
Chengutia	...	...	10	20	=	0·39
Churamankati	...	...	12	20	=	0·46
Daulatpur	...	...	5,800	26	=	213·09



Names of places from which exported.

Weight.		
Mds.	srs.	Tons.

(6) *Eastern Bengal Railway—contd.*(b) *Central Section—contd.*

Dogachea	...	...	115	8	=	4.23
Duttapukur	...	...	240	9	=	8.83
Gangnapur	...	...	3	10	=	0.12
Gobardanga	...	...	108	8	=	3.98
Godkhali	...	...	2	30	=	0.11
Guma	...	...	270	24	=	9.94
Habra	...	...	108	12	=	3.98
Jessore	...	...	28	0	=	1.03
Jhikargachaghat	...	...	174	35	=	6.42
Khulna	...	...	6,785	7	=	249.25
Majingram	...	...	8	5	=	0.30
Maslandpur	...	...	90	0	=	3.30
Nabharan	...	...	10	20	=	0.38
Nawapara	...	...	1,878	24	=	69.01
Phultala	...	...	318	10	=	11.69
Prosannanagar	...	...	4	10	=	0.15
Rupdia	...	...	69	10	=	2.54
Singia	...	...	123	20	=	4.54
Total	...	...	17,108	3	=	628.46

(c) *Northern Section—*

Fulchari	...	...	3	20	=	0.13
Teestamukghat	...	...	10	25	=	0.39
Total	...	...	14	5	=	0.52

(d) *Southern Section—*

Baruipur	...	...	5	0	=	0.18
Basuldanga	...	...	177	10	=	6.51
Budge-Budge	...	...	64	5	=	2.36
Canning	...	...	485	8	=	17.83
Champahati	...	...	8	12	=	0.31
Dhamuah	...	...	18	0	=	0.66
Diamond Harbour	...	...	20,843	24	=	765.68
Garia	...	...	402	20	=	14.79
Ghootiari Shariff	...	...	38	29	=	1.42
Mallickpur	...	...	1,455	29	=	53.48
Mograhat	...	...	2,732	0	=	100.36
Nangi	...	...	1	38	=	0.07
Piali	...	...	72	24	=	2.67
Rajbari	...	...	0	15	=	0.01
Sonarpur	...	...	541	20	=	19.89
Songrampur	...	...	5	0	=	0.18
Taldi	...	...	127	20	=	4.68
Total	...	...	26,979	14	=	991.08

(e) *Murshidabad Section—*

Beldanga	...	...	448	0	=	16.46
Berhampur Court	...	...	278	29	=	10.24
Bethuadahari	...	...	50	10	=	1.84
Bhabta	...	...	141	10	=	5.19

Names of places from which exported.

				Weight.	
				Mds. srs.	Tons.
(6) <i>Eastern Bengal Railway—contd.</i>					
(e) <i>Murshidabad Section—contd.</i>					
Birnagar	...	...	...	4 10 =	0·16
Debagram	...	...	...	5 0 =	0·18
Jiaganj	...	...	...	22 0 =	0·81
Kasimbazar	...	...	...	141 10 =	5·19
Krishnagar City	...	...	...	2 20 =	0·09
Lalgola	...	...	...	0 20 =	0·02
Lalgolaghat	...	...	...	218 21 =	8·03
Murshidabad	...	...	...	151 20 =	5·56
Panighata	...	...	...	4 10 =	0·16
Plassey	...	...	...	123 37 =	4·55
Rejinagar	...	...	...	142 4 =	5·22
Sargachi	...	...	...	190 15 =	6·99
Subarnamirga	...	...	...	48 20 =	1·78
Total	...	...	...	1,972 36 =	72·47
(f) <i>Assam-Bihar Section—</i>					
Amingaon	...	...	...	6 3 =	0·22
Bongaigaon	...	...	...	26 0 =	0·96
Dhubri	...	...	...	2 6 =	0·08
Eklakhi	...	...	...	153 0 =	5·62
Gauhati	...	...	...	7 0 =	0·26
Godagari	...	...	...	32 20 =	1·19
Godagari Ghat	...	...	...	448 1 =	16·46
Golakganj	...	...	...	14 20 =	0·53
Harischandrapur	...	...	...	3 3 =	0·11
Kariali	...	...	...	87 4 =	3·20
Lava	...	...	...	168 13 =	6·18
Maniharighat	...	...	...	0 28 =	0·03
Mochia	...	...	...	6 0 =	0·22
Rohanpur	...	...	...	93 27 =	3·44
Sarbhog	...	...	...	40 0 =	1·47
Shamsi	...	...	...	83 5 =	3·05
Singhabad	...	...	...	2 6 =	0·08
Tihu	...	...	...	4 30 =	0·18
Total	...	...	...	1,178 6 =	43·28
(g) <i>Sara-Serajgunge Section—</i>					
Bhangoora	...	...	...	9,161 4 =	336·53
Chatmohar	...	...	...	147 10 =	5·41
Dhanbilla	...	...	...	11 0 =	0·40
Dilpashar	...	...	...	1,768 31 =	64·98
Goakhora	...	...	...	545 31 =	20·05
Jamtoil	...	...	...	1 29 =	0·06
Kalia Haripur	...	...	...	1 9 =	0·05
Lahirimohanpur	...	...	...	3,019 33 =	110·93
Salop	...	...	...	156 6 =	5·74
Saratnagar	...	...	...	13 25 =	0·51
Serajgunge	...	...	...	2 0 =	0·07
Serajgunge Bazar	...	...	...	914 3 =	33·58
Serajgunge Court	...	...	...	0 10 =	0·009
Ullapara	...	...	...	12 20 =	0·46
Total	...	...	...	15,755 11 =	578·779
(h) <i>Khulna-Bagerhat Section—</i>					
Bagerhat	...	...	...	1,341 17 =	49·28
Baherdia	...	...	...	17 30 =	0·65
Jatrapur	...	...	...	390 30 =	14·35
Mulghor	...	...	...	1,517 38 =	55·76
Total	...	...	...	3,267 35 =	120·04

Names of places from which exported.

			Weight.		
			Mds.	srs.	Tons.
(6) <i>Eastern Bengal Railway</i> —contd.					
(i) <i>Dacca Section</i> —					
Dacca	...	...	197	8	= 7 24
Dolaiganj	...	...	0	20	= 0 02
Jagannathganj	...	...	0	20	= 0 02
Tangi	...	...	6	0	= 0 22
Total	...	...	204	8	= 7 50

(j) *Partly rail and partly river-borne traffic*—(1) *India General Navigation and Railway Company*—

Bohar	...	...	2,232	20	= 82 01
Chandpur	...	...	4,494	20	= 165 10
Jalaldi	...	...	4 744	10	= 174 27
Kadirpur	...	...	2,466	6	= 90 59
Kamalaghat	...	...	160	0	= 5 88
Kanchanpur	...	...	3,191	10	= 117 23
Mainot	...	...	2,592	10	= 95 23
Mawah	...	...	105	20	= 3 88
Mohananda Mouth	...	...	5	0	= 0 18
Nandalalpur	...	...	712	0	= 26 16
Naraingunge	...	...	25,639	20	= 941 86
Narisha	...	...	2,826	30	= 103 84
Pabna	...	...	5	20	= 0 20
Patibona	...	...	47	20	= 1 74
Premtali	...	...	22	0	= 0 81
Rajkhara	...	...	931	20	= 34 22
Sardah	...	...	39	10	= 1 44
Shatnal	...	...	841	30	= 30 92
Sureshur	...	...	1,698	10	= 62 38
Tarpasa	...	...	2,693	10	= 98 94
Tepakhola	...	...	2,710	10	= 99 56
Total	...	...	58,158	36	= 2,136 44

(2) *Rivers Steam Navigation Company*—

Aricha	...	...	28	28	= 1 06
Barisal	...	...	1	30	= 0 06
Benani	...	...	83	30	= 3 08
Bhattachaghat	...	...	153	10	= 5 63
Chalna	...	...	308	20	= 11 33
Dakope	...	...	592	20	= 21 77
Domesha	...	...	6	0	= 0 22
Gazaria	...	...	14	20	= 0 53
Gazikhali	...	...	80	20	= 2 96
Ghatbhog	...	...	49	0	= 1 80
Gopalganj	...	...	5,719	21	= 210 10
Jobsa	...	...	38	20	= 1 41
Kalia	...	...	23	30	= 0 87
Kaligram	...	...	1,142	30	= 41 98
Katipara	...	...	16	10	= 0 59
Kawkhali	...	...	13	10	= 0 49
Madaripore	...	...	10	10	= 0 38
Nagarbari	...	...	28	20	= 1 05
Naldi	...	...	1,501	10	= 55 15
Natun Bharanga	...	...	3	0	= 0 11
Nuria	...	...	2	10	= 0 08
Palong	...	...	1	10	= 0 05
Paikgacha	...	...	6	0	= 0 22
Pathgate	...	...	3,611	20	= 132 67
Patuakhali	...	...	6	10	= 0 23
Rajair	...	...	119	10	= 4 38
Raruli	...	...	2	10	= 0 08

Names of places from which exported.			Weight.		
			Mds.	srs.	Tons.
(6) <i>Eastern Bengal Railway—concl'd.</i>					
(j) Partly rail and partly river-borne traffic— <i>cont'd.</i>					
(2) Rivers Steam Navigation Company— <i>cont'd.</i>					
Sachidah	...	...	24	20	= 0·90
Sadhugunge	...	...	528	20	= 19·41
Sholepur	...	...	0	20	= 0·02
Sindiaghat	...	...	10,923	29	= 401·28
Sthal Steamer Ghat	...	...	105	10	= 3·87
Tona	...	...	310	30	= 11·41
Ulpur	...	...	1,639	10	= 60·22
Total	...	...	27,096	28	= 995·39
Total for Eastern Bengal					
Railway	...	...	198,868	15	= 7,305·37
Total for 1919-20	...	...	166,825	17	= 6,128·26
„ „ 1918-19	...	...	161,948	39	= 5,949·15
„ „ 1917-18	...	...	156,816	29	= 5,760·62
„ „ 1916-17	...	...	165,563	29	= 6,081·93
(7) <i>East Indian Railway—</i>					
(a) Main Line—					
Aligarh	...	...	3	10	= 0·12
Allahabad	...	...	0	30	= 0·03
Arrah	...	...	3	7	= 0·12
Atbmalgola	...	...	46	20	= 1·71
Bagila	...	...	0	20	= 0·02
Bagnapara	...	...	4	0	= 0·15
Bahirkhand	...	...	3	6	= 0·11
Bally	...	...	6	20	= 0·24
Barh	...	...	438	2	= 16·09
Belmuri	...	...	408	3	= 14·99
Bhadaura	...	...	2	3	= 0·08
Boinchi	...	...	515	20	= 18·94
Burdwan	...	...	2	0	= 0·07
Burhee	...	...	76	11	= 2·80
Buxar	...	...	8	23	= 0·32
Chandanpur	...	...	8	19	= 0·31
Chausa	...	...	4	18	= 0·16
Chinsurah	...	...	99	1	= 3·64
Churulia	...	...	2	30	= 0·10
Dehri-on-Sone	...	...	0	16	= 0·01
Dhanbad	...	...	0	30	= 0·03
Dhulian-Ganges	...	...	352	29	= 12·96
Gahmar	...	...	3	8	= 0·12
Gurup	...	...	188	18	= 6·92
Jaugram	...	...	81	12	= 2·99
Jirat	...	...	5	0	= 0·18
Karmatar	...	...	1	0	= 0·04
Katrasgarh	...	...	1	14	= 0·05
Khanyan	...	...	35	17	= 1·30
Kiul	...	...	16	16	= 0·60
Konnagar	...	...	1	1	= 0·04
Lakhisarai	...	...	9	12	= 0·34
Magra	...	...	156	24	= 5·75
Manirampur	...	...	1	23	= 0·06
Mankatha	...	...	88	32	= 3·26
Masagram	...	...	25	2	= 0·92
Memari	...	...	159	13	= 5·85
Mihijam	...	...	0	34	= 0·03
Mokameh	...	...	176	15	= 6·48
Mokameh Ghat	...	...	17	20	= 0·64
Nimtita	...	...	41	23	= 1·53
Palmarginj	...	...	1	0	= 0·04
Palsit	...	...	2	0	= 0·07
Pandooah	...	...	888	5	= 32·62



Names of places from which exported.

Names of places from which exported.		Weight.			
		Mds.	srs.	Tons.	
(7) <i>East Indian Railway—contd.</i>					
(a) <i>Main Line—contd.</i>					
Rasulpur	...	36	3	=	1.33
Rishra	...	2	0	=	0.07
Sajanipara	...	7	20	=	0.28
Saktigarh	...	33	2	=	1.21
Sheoraphuli	...	3	0	=	0.11
Simlagarh	...	108	8	=	3.97
Somra	...	4	25	=	0.17
Talandoo	...	14	35	=	0.55
Tildanga	...	1	35	=	0.07
Trishbigha	...	5	0	=	0.18
Total	...	4,104	15	=	150.77.
(b) <i>Loop Line—</i>					
Ahmadpur	...	1	38	=	0.07
Bakudih	...	27	34	=	1.02
Bariarpur	...	13	27	=	0.50
Bhagalpur	...	633	21	=	23.27
Colgong	...	536	25	=	19.71
Ghogha	...	6	32	=	0.25
Guskara	...	2	25	=	0.10
Jamalpur	...	4	18	=	0.16
Kajra	...	72	38	=	2.68
Maharajpur	...	92	30	=	3.41
Mirzachauki	...	7	7	=	0.27
Mollarpur	...	0	5	=	0.005
Monghyr	...	155	8	=	5.70
Moniharighat	...	1	0	=	0.04
Nathnagar	...	0	3	=	0.003
Pirpainti	...	111	15	=	4.09
Purabsarai	...	1	20	=	0.06
Rajmehar	...	185	25	=	6.82
Ramporehaut	...	7	24	=	0.28
Sahebganj	...	32	20	=	1.19
Sainthia	...	5	10	=	0.19
Sakrigali Junction	...	567	23	=	20.85
Sultangunge	...	123	32	=	4.55
Total	...	2,592	0	=	95.218
Total for East Indian Railway ...		6,696	15	=	245.99
Total for 1919-20		8,036	18	=	295.22
" " 1918-19		6,112	34	=	224.55
" " 1917-18		4,849	28	=	178.15
" " 1916-17		6,449	16	=	236.92

(8) *Howrah-Amta Light Railway—*

Amta	...	119	0	=	4.37
Autpur	...	81	0	=	2.98
Bargachia	...	333	0	=	12.23
Dakhinbari	...	428	0	=	15.72
Jalalsi	...	10	0	=	0.37
Jangipara	...	60	0	=	2.20
Jhingrah	...	23	0	=	0.84
Maju	...	165	0	=	6.06
Makardah	...	10	0	=	0.37
Munshirhat	...	96	0	=	3.53
Panpur	...	31	0	=	1.14

Names of places from which exported.

			Weight.		
			Mds. srs.		Tons.
(8) <i>Howrah-Amta Light Railway</i> —contd.					
Patihal	...	...	4	0 =	0·15
Prosadpur	...	...	17	0 =	0·62
Total	...	...	1,377	0 =	50·58
Total for 1919-20	...	...	1,918	0 =	70·46
" " 1918-19	...	...	1,055	0 =	38·75
" " 1917-18	...	...	1,311	0 =	48·16
" " 1916-17	...	...	916	0 =	33·65
(9) <i>Howrah-Sheakhala Light Railway</i> —					
Chanditala	...	...	3	0 =	0·11
Total	...	...	3	0 =	0·11
Total for 1919-20	...	...	Nil	=	Nil
" " 1918-19	...	...	Nil	=	Nil
" " 1917-18	...	...	14	0 =	0·51
" " 1916-17	...	...	Nil	=	Nil
(10) <i>Kalighat-Falta Railway</i> —*					
Total for 1919-20	...	...	Nil	=	Nil
" " 1918-19	...	...	269	0 =	9·88

\* Opened in 1918.

**II.—By Inland Steamers.**

<i>Calcutta Steam Navigation Company</i> —			Mds. srs.		Tons.
Boragachi	...	...	1	0 =	0·04
Gewankhali	...	...	19	0 =	0·70
Naldari	...	...	1	20 =	0·05
Uluberia	...	...	7	0 =	0·26
Total	...	...	28	20 =	1·05
Total for 1919-20	...	...	274	20 =	10·09
" " 1918-19	...	...	322	10 =	11·84
" " 1917-18	...	...	973	10 =	35·75
" " 1916-17	...	...	2,185	0 =	80·26

**III.—By Country Boats.**

(a) Quantity landed within the jurisdiction of the Calcutta Port Commissioners' inland vessels wharves—

Budge-Budge	...	...	Mds. srs.		Tons.
			1,029	10* =	37·81*
Total	...	...	1,029	10* =	37·81*
Total for 1919-20	...	...	1,062	9* =	39·02*
" " 1918-19	...	...	1,317	0* =	48·38*
" " 1917-18	...	...	1,768	0* =	64·95*
" " 1916-17	...	...	2,677	0* =	98·34*

(b) Calcutta Canals—

Dacca	...	...	425	0 =	15·61
Faridpur	...	...	320	0 =	11·76
Hooghly	...	...	2,369	0 =	87·02
Howrah	...	...	380	0 =	13·96
Jessore	...	...	140	0 =	5·14
Khulna	...	...	6,065	0 =	222·80
Midnapur	...	...	207	0 =	7·60
Sylhet	...	...	50	0 =	1·84
24-Parganas	...	...	12,244	0 =	449·78
Total	...	...	22,200	0 =	815·51

\* Represents the imports of raw fish netted in the river between Budge-Budge and Garden Reach.

Names of places from which exported.

Names of places from which exported.		Weight.			
		Mds.	Srs.	Tons.	
(b) Calcutta Canals—contd.					
Total for 1919-20	...	29,869	0	=	1,097·23
„ „ 1918-19	...	22,370	0	=	821·76
„ „ 1917-18	...	17,251	0	=	633·71
„ „ 1916-17	...	29,232	0	=	1,073·83

## IV.—By Road.

Akrah	...	...	110	0	=	4·04
Alambazar	...	...	40	1	=	1·47
Anandpur	...	...	1,069	0	=	39·27
Andul	...	...	505	0	=	18·55
Bajbarantola	...	...	101	0	=	3·71
Bally Jala	...	...	71	10	=	2·62
Baltigri	...	...	126	0	=	4·63
Bamangachi	...	...	669	0	=	24·58
Bandal	...	...	221	0	=	8·12
Bankrah	...	...	145	0	=	5·33
Bantola	...	...	426	0	=	15·65
Bantra	...	...	153	0	=	5·62
Barahanagar	...	...	230	27	=	8·47
Behala	...	...	35	0	=	1·29
Belgachia	...	...	72	0	=	2·64
Bhasha	...	...	350	0	=	12·86
Bhatsala	...	...	20	0	=	0·73
Bistupur	...	...	2,385	0	=	87·61
Bonderbill	...	...	56	30	=	2·08
Budge-Budge	...	...	50	0	=	1·84
Canning	...	...	5,493	0	=	201·78
Chak Jagordal	...	...	1,574	0	=	57·82
Chakraberia	...	...	507	20	=	18·64
Chamrail	...	...	32	0	=	1·18
Chamurat	...	...	289	0	=	10·62
Chanditolah	...	...	11	0	=	0·40
Chingrighata	...	...	115	0	=	4·22
Chowbaga	...	...	461	0	=	16·93
College Ghat	...	...	346	0	=	12·71
Cossipore	...	...	169	12½	=	6·22
Dakhinbari	...	...	176	0	=	6·46
Dewara	...	...	297	0	=	10·91
Dhapa*	...	...	7,926	0	=	291·16
Domjur	...	...	186	0	=	6·83
Dorgatola	...	...	134	0	=	4·92
Dum-Dum	...	...	228	0	=	8·37
Gheni Jatragachi	...	...	242	0	=	8·89
Gohalhati	...	...	326	0	=	11·97
Goniagachi	...	...	653	0	=	23·99
Gopalpur	...	...	66	0	=	2·43
Goriah	...	...	5,255	0	=	193·04
Hossainpur	...	...	183	0	=	6·72
Jadabpur	...	...	1,753	0	=	64·40
Jaipur	...	...	62	0	=	2·28
Janai	...	...	40	0	=	1·47
Jingerpole	...	...	80	0	=	2·94
Kalikapur	...	...	3,708	0	=	136·21
Kheyadah	...	...	200	0	=	7·35
Khorki	...	...	916	0	=	33·65
Khunderabad	...	...	133	0	=	4·89
Kolarkhal	...	...	248	0	=	9·11
Kona	...	...	78	0	=	2·87
Kowrapukur	...	...	6,863	0	=	252·11
Kristopur	...	...	3,242	0	=	119·09
Kustia	...	...	61	0	=	2·24
Lillooah, western side	...	...	459	0	=	16·86
Makardah	...	...	250	0	=	9·18
Makhla	...	...	63	20	=	2·33

\* Including Chingrighatta.

Names of places from which exported

Weight.

				Mds.	Srs.	Tons.
Mauri	...	...	...	136	0 =	5.00
Metiabruz	...	...	...	4	0 =	0.15
Nangi	...	...	...	50	0 =	1.84
Nazirabad	...	...	...	212	0 =	7.80
Nowapara	...	...	...	142	0 =	5.22
Pailan	...	...	...	285	0 =	10.47
Paulparah	...	...	...	146	0 =	5.36
Payaratungi	...	...	...	16	0 =	0.59
Podra	...	...	...	386	0 =	14.18
Puddopukur	...	...	...	98	0 =	3.60
Raghunathpur	...	...	...	51	30 =	1.90
Rajapur	...	...	...	671	0 =	24.65
Rajganj	...	...	...	85	0 =	3.12
Sankrail	...	...	...	58	0 =	2.13
Santragachi	...	...	...	559	20 =	20.55
Serkerpool	...	...	...	56	0 =	2.06
Shalap	...	...	...	161	0 =	5.91
Shanpur	...	...	...	150	0 =	5.51
Sinthe	...	...	...	175	0 =	6.43
Syamnagore	...	...	...	4,716	0 =	173.24
Tetulberia	...	...	...	52	0 =	1.91
Tetulkuli	...	...	...	28	0 =	1.03
Thakurpukur	...	...	...	182	0 =	6.69
Thana Makwa	...	...	...	8	0 =	0.29
Utchbahati	...	...	...	348	0 =	12.78
Total				...	58,438 10½ =	2,146.71
Total for 1919-20				...	54,364 30 =	1,997.07
" " 1918-19				...	68,473 37 =	2,515.37
" " 1917-18				...	80,825 5 =	2,969.09
" " 1916-17				...	68,704 26 =	2,523.84





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**DEPARTMENT OF FISHERIES, BENGAL.**

**BULLETIN No. 18.**

**NOTES ON CARP-BREEDING AND CULTURE IN  
CONFINED WATERS OF BENGAL AND BIHAR**

**BY**

**ANIL CHANDRA GHOSH, M.Sc.,**

**AND**

**SURENDRA NATH GHOSH,**

***Superintendents of Fisheries, Bengal.***



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## **Notes on carp-breeding and culture in confined waters of Bengal and Bihar.**

**Introduction.**—The carp group includes some of the most important food-fishes which thrive very well in any fresh water area, small or large, stagnant or running. Therefore, in Bengal and in parts of Bihar, where fish is more or less a staple food, every tank owner tries to cultivate carp as successfully and profitably as he can, and very often makes enquiries with a view to collecting as much information and knowledge on the subject as possible. Hence, we trust that this short note will not prove out of place.

**Distinguishing characters of the fishes of the carp group.**—The fishes usually known as *carp* are characterised by the following traits :

They possess only a *single fin* on the back, and have only *soft rays* in all their fins, no spines being present.

They are *destitute of any teeth* in their jaws and palate, but may possess some on their inferior pharyngeal bones.

A sensitive *palatal organ* may sometimes be present.

They always possess a swim bladder or air bladder inside their body.

Internally the air bladder opens by a small duct into the upper side of the digestive canal somewhere between the pharynx and stomach. Hence the name “*physostomi*” may be applied to these fishes.

The air bladder also enters into a more or less intimate connection with the auditory organ, by the intervention of a series of movably connected ossicles called “*Weber's ossicles*,” which are believed to be portions of the modified and co-ossified anterior four vertebrae.

**Varieties of carps found in Bengal and Bihar, with a brief description of the important ones.**—In Bengal and Bihar the carps are usually taken to comprise the following kinds :—

Catla (*Catla buehanani*),  
Rohita (*Labeo rohita*),  
Calbasu (*Labeo calbasu*),  
Mrigal (*Cirrhina mrigala*), and  
Mahaseer (*Barbus tor*).

The value of *Mahaseer*, however, as the most delicious of carps, is not fully appreciated in these provinces on account of its rarity and migratory habits. The other carps are non-migratory, and of these the *Catla*, as pointed out by Hamilton, has, except for the absence of tendrils on the jaws, a considerable resemblance to the European carp, both in form, quality and habit. It is a surface feeder and is remarkable for its quick growth. It usually grows to a very big size.

The *Rohita* comes next to the *Catla*, both as regards the quickness of its growth and size. These fishes usually move about in midwater and are unquestionably accepted in Bengal as the best food-fish among the carp group.

The *Mrigals* are slowest as regards growth, and the mature fish are small in size as compared with the others (*Catla* and *Rohita*). These fishes are bottom-feeders and love to remain near the mud. They are therefore most affected when the bottom of the tank gets foul. It is very difficult to net them completely out of a tank, and hence in all old tanks where *Mrigals* have ever been introduced, some are always to be found.

Great care is therefore directed in Bengal towards the cultivation of *Rohita* for its exceptionally good taste, and of *Catla* for its remarkably quick growth. *Mrigals* also are put in along with *Rohita* and *Catla* in order that the bottom of the water area may be kept clean.

Carps are reared in captivity either in tanks or bundhs in most places in Bengal or Bihar.

**Distinction between a tank and a bundh.**—A tank is an excavated basin-like structure, dug on somewhat level ground for drinking and bathing purposes, as well as for rearing food-fishes. It is usually a deep structure, and water collects into it by percolation through the soil, and of course remains more or less stagnant. It is popularly believed that carps refuse to breed in tanks.

A *bundh*, on the other hand, is a shallower trough-like structure, formed by raising an embankment on the lower side of a natural depression at the base of some elevated or undulating land, an outlet being left at one end for the overflow of surplus water. It serves for storing rain water for irrigation purposes as well as for carp-culture. Most bundhs dry up completely every year soon after the winter. During rains water from all sides of the catchment area collects in the bundh which fills rapidly. By introducing

brood carps into such bundhs at the advent of the monsoon it has been found possible to induce them to breed. For this purpose, brood carps have to be introduced every year as soon as there is a little water in the bundh.

**Breeding habits of carps.**—The maturation of the reproductive organs in the adult (at least three years old) male and female carps seems to begin early in March, and they become fully ripe about the end of May, and breeding commences soon after. Some of the bundhs in the district of Midnapore (Bengal) and Singhbhum (Bihar), having a hard and gritty bed, have proved to be very suitable for carp-breeding. Into these bundhs big reproducers, both breeders and milters of Rohu, were transferred from a neighbouring pool of water soon after the first rains in summer when water begins to collect in the bundh. When the onrush of water after the next heavy rain at the advent of monsoon fills the bundhs to overflowing, so that water begins to flow out through an outlet, the stocked carps begin to congregate either near the entrance or at the exit of water wherever the current is strongest. Here the carps begin to breed. During this process, however, the males (milters) work forward towards the female (breeders), two or three of the milters following a single breeder. After swimming and playing about side by side for some time the males seem to lean on one side occasionally, apparently bringing the ventral fins close under those of the female. These movements are also accompanied by splashings at intervals. It is surmised that the extrusion of ova from the female and milt from the male is effected at this time. The ova and milt are shed in shallow water, not far from the edge of the bundh, and fertilization takes place in the water, the fertilized ova drifting to the banks soon after. The greater the rush of water into or out of the bundh the more complete is the extrusion of ova and milt, and therefore the more successful is the breeding of carps introduced into the bundh. Hence a bundh with a big catchment area and a very gradual slope is likely to prove most successful. The fertilized eggs are completely abandoned by both parents and left to themselves entirely. The spent brood fishes, after the breeding is over, seem to be very voracious, so much so that they will even devour their own eggs and fry.

The fertilized eggs are small round bodies which are quite buoyant and in contact with water soon swell up into



translucent masses. These are not very adhesive, and remain scattered about on the hard bare bed of the bundh near its banks where the water is very shallow and where the bottom can be seen.

About seven to ten hours after fecundation a little movement is seen inside these eggs, and it is then popularly supposed that they are ripe. In order to give these eggs particular care, they are collected on a sheet of wet cloth and removed to specially dug out small hatching pits called "hapas" about 8 feet square and containing water to a depth of about a foot and a half.

After about twenty-four to thirty-six hours (the time varying according to the climatic conditions) the eggs hatch out and the newly hatched out young ones are soon after transferred to a fresh pit or "hapa," so that they may be preserved from the bad effects of the putrifying egg shells which collect at the bottom of the first "hapa." The young ones when newly hatched are whitish in colour. The comparative redness of the body and a pair of distinctly black eye spots become prominent in another day after which these young ones are popularly known as *fry* and are sold to the public under that name. The fry at this stage are not big enough to stock big tanks with. They must first be allowed to grow stronger in small nourishing ponds called "dobas," specially kept for the purpose, the water of which is rich in small water animals of the crustacean group, e.g., daphnids and cyclops, and in which the water plant "dimepana" (*Limnea minor*) is allowed to grow for a time till it imparts a greenish tinge to the water. The fry find sufficient food in these "dobas," and when they grow to the size of a finger they are known as *fingerlings* and may be utilized for stocking small tanks. If big water areas like "dighis," "baors" and "jheels" are to be stocked, the fingerlings are allowed to grow unmolested for about a year in these small tanks until they have attained a tolerable size and are then usually known as *yearlings*. These yearlings are able to cope with the attacks of living enemies with which big water areas always abound, and hence are suitable for stocking large tanks.

Having briefly reviewed the system we shall now proceed to give some detailed observations on the breeding habits of carps in confinement from actual experience.

**Accounts of experiments and observation on carp-breeding.**—In the early part of June observations were

commenced at a bundh named "Talbandi" in the village Jogardanga in Midnapore district. This bundh stretches over about 10 bighas of land and has a big catchment area with a gradual slope. Near the foot where the embankment is constructed to form the reservoir the slope is very gentle. A portion of the reservoir very near the embankment is proportionately deeper and forms a perennial pool of water in which the carp reproducers once introduced are allowed to remain year after year until the next breeding season, and thus save trouble and expenses as there is no need to introduce fresh reproducers annually. The rest of the bundh very nearly dries up every year, and its hard reddish bed becomes exposed to the sun and air during the major part of the year. The bundh possesses two inlets for the entrance of rain water. One night in June, when a single heavy rain at the break of monsoon had filled the bundh to overflowing, the stocked carp reproducers began to play about against the rush of water at one of the inlets where the current was strong. The milts worked up to the spawners, moved side by side occasionally touching and leaning to one side as well as splashing the water. Towards morning when there was a little shower of rain, the fishes were seen in groups in very shallow water near the banks, and roe and milt were extruded and fertilization of the eggs effected. In a short time the fertilized ova lay scattered near the edges of the bundh. A little movement was seen inside the eggs about 9 o'clock in the morning, and the translucent eggs were then skimmed off with a piece of wet cloth and removed to a small "hapa" or hatching pit, and taken further care in the way already described. The importance of the bundh lies in the fact that the owners, who had only some idea that carps spawn in their bundh, were first initiated into the actual methods of successfully hatching the fertilized eggs and rearing the fry by the Bengal Fisheries Department. Furthermore, it was here that some years back the Fisheries Department succeeded in artificially fertilizing carp eggs, the owners having allowed some of the mature reproducers to be netted. In this experiment a hatching pit was made ready near the bank of the bundh and water from the bundh was put into it. A piece of thin muslin supported on four sticks was made to stretch over the pit in such a way that the main portion of the cloth dipped in water, though the edges and the corners peeped out of it a

few inches above the surface. A breeder and a milter while playing side by side in the bundh were carefully caught by a fishing net and taken over to the piece of muslin, and stripped there. The fecundation of the eggs through spermatozoa was effected immediately after they reached the water. The spawn remained floating, supported by the piece of muslin, and were treated afterwards exactly in the same way as those fertilized in the ordinary case.

The next observation was made at a small bundh called "Debbundh" belonging to the Maities of Murathakura, a village in the district of Singhbhum in Bihar. It is said that having been prompted by a fortuitous instance of Rohu breeding in a shallow bundh where they were kept provisionally just before the setting in of the monsoon, the Maities constructed this small bundh which extends to about three bighas of land and has a hard red bed with a big catchment area. It is situated at a somewhat higher level than the surrounding cultivation land. This "Debbundh" dries up completely during the winter, and when a little water gathers into it after the first rains in summer a few pairs of milters and breeders of carp of the Rohu type are secured from a big jheel situated close by and put into this "Debbundh." At the first heavy rains in June when the bundh fills to overflowing and water begins to escape from the outlet, the stocked carps gather near the inlet and jump and play about with the result that ova and sperms are shed in the water by the females and males respectively and fertilization effected. The eggs are not removed to hatching pits, but are allowed to hatch out in the bundh itself, thus economising much labour. The spent brood fishes, however, are soon after removed from the bundh. The fry when they have grown a little are sold to the neighbouring villagers to stock their tanks with.

The third observation was made at a bundh named "Balibandh" in the village Salboni, a few miles off from Murathakura. The condition here seemed to be more favourable than at others as carps bred here twice last year, once in May and again in June. This bundh also has a hard brickly bed and dries up completely every year. The principles followed here are very nearly the same as at Murathakura, except that the spent brood fishes are not removed from the bundh after the breeding is over, but are allowed to remain there along with the newly hatched fry.



Considerable waste is thus caused owing to the hungry spent fishes devouring a large number of fry, though the labour of removing the spent fishes is economised.

Other bundhs where carp-breeding is conducted with success are those at Enremara, Keshe and Sarabat in the district of Midnapore and some bundhs in the district of Bankura.

Lastly, the experimental tank at Delabagh near Dehri-on-Sone in Bihar was visited. This was very nearly abandoned as the Rohu reproducers stocked into it from the river Sone had failed to breed and had suffered very much from a sort of fungus affecting their bodies. To such an extent was this the case that most of them died of the malady. This perhaps was due to the change of environment of the brood fishes from the naturally flowing current of the river water to that of the stagnant water of the experimental tank, as it is a biological fact that much time is required by an organism to accommodate itself to a change of surroundings.

From a study of the features of the above described bundhs and observation of the life-habits of carps breeding there, one can deduce the following conditions as essential for the successful breeding and cultivation of carps in confined waters in Bengal and Bihar.

**Inferences and recommendations.**—The bundhs selected for the purpose should have a hard red bed of a bricky constitution as opposed to the clayey soil recommended in Europe for the purpose.

Also the bottom should possess a very gradual slope both at the inlet as well as at the outlet.

The edge of the bundh bed should be free from any form of vegetation as the eggs which are buoyant require no twigs or branches to adhere to, but remain scattered near the hard bare edges in very shallow water.

The bed should be kept dry or nearly dry and exposed to the sun and air throughout a considerable part of the year in order to kill off useless vegetation and harmful animalculæ living there. Only a little water collects after the first rains in summer, and the water being very shallow it would easily get very warm under the action of the strong summer sun. The *excess of heat* thus produced, as also the *scarcity of food stuff* in the water, owing to the complete drying up of the bundh, would thus create two necessary



biological conditions and would tend to encourage fishes to attempt to reproduce their species.

A big catchment area is also necessary so that a strong current may be produced by the rushing of the rain water in and out of the bundh giving rise to a condition which would influence the breeding propensities of the confined carps as the constant fear of being washed away brings into play the natural law of the continuance of species.

Voracious fishes like Boal (Wallago attu) should not be allowed to thrive near the brood carps, as in that case the constant fear of being devoured by the enemy would not allow them to shed their milt and ova.

And the last but not the least important is the necessity of securing the brood fishes from a confined water area and not from any free flowing river, as it would take much time for the fish to accommodate themselves to the change of surroundings.

Also, if possible, the milters and breeders should be secured from different tanks as this obviates the dangers of inter-breeding and probably results in greater fertility.

**Importance of tank fisheries over the river, estuarine and sea fisheries.**—As early as 1908 Sir K. G. Gupta, in his preliminary report of the enquiry into the fisheries of Bengal, gave to its fresh water fisheries the first position regarding the productivity of big and wholesome edible fishes. Apart from fresh water rivers and khals, the tanks and bundhs of Bengal form not a negligible portion of its fresh water fisheries. Every charitably disposed Hindu or Muhammadan wants to construct in his village a tank or a bundh for storing fresh water for the year for the benefit of his fellow villagers. Moreover, in the villages of Bengal the earth for building a mud wall or for preparing bricks for masonry work is to be had only by digging a tank in the neighbourhood. In beel areas, such as Madaripur, even the plinth of a house has to be raised with earth. Thus it is obvious that the number of tanks in Bengal are increasing every year along with the growing number of houses built in the towns and villages. In order to keep these tanks free from unwholesome plants and animals, *fishes* mostly of the carp group are usually reared in them. This practice, apart from keeping water pure, also keeps a store of fish within a very easy reach. The tank fishery has thus a great advantage over the river, estuarine or sea fishery owing to the fact that, if taken care of, wholesome

fish may be had from them with comparatively little labour and at very short notice. The quantity required may be ascertained beforehand, and it does not depend upon the nature of the tide or the inclemency of the weather.

**Concluding remarks.**—It would therefore be a great advantage if the carps could be made to breed in confined waters such as a bundh erected in the vicinity of a group of such tanks. In that case it would be easy to stock tanks in the inland villages situated far from rivers with fry spawning in the neighbouring bundh every year. The cost would be smaller and the loss from death in transit would also be far less than if fry had to be conveyed either from the river Ganges or from the river Damodar as at present. Moreover, the fry obtained from carps breeding in confined water would be of a pure variety.

In conclusion, we wish to express our gratitude to the present Director of Agriculture in charge of Fisheries, G. Evans, Esq., M.A., C.I.E., for affording us facilities for carrying on investigations on the subject and revising this note.











**DEPARTMENT OF FISHERIES, BENGAL.**

**BULLETIN No. 20.**

**STATISTICS OF FISH IMPORTED INTO CALCUTTA**

**FOR THE**

**YEAR ENDING 31st MARCH 1923.**

**CALCUTTA :  
THE BENGAL SECRETARIAT BOOK DEPOT.  
1924.**

**[ Price, 13 annas ]**





**DEPARTMENT OF FISHERIES, BENGAL.**

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**YEAR ENDING 31st MARCH 1923.**

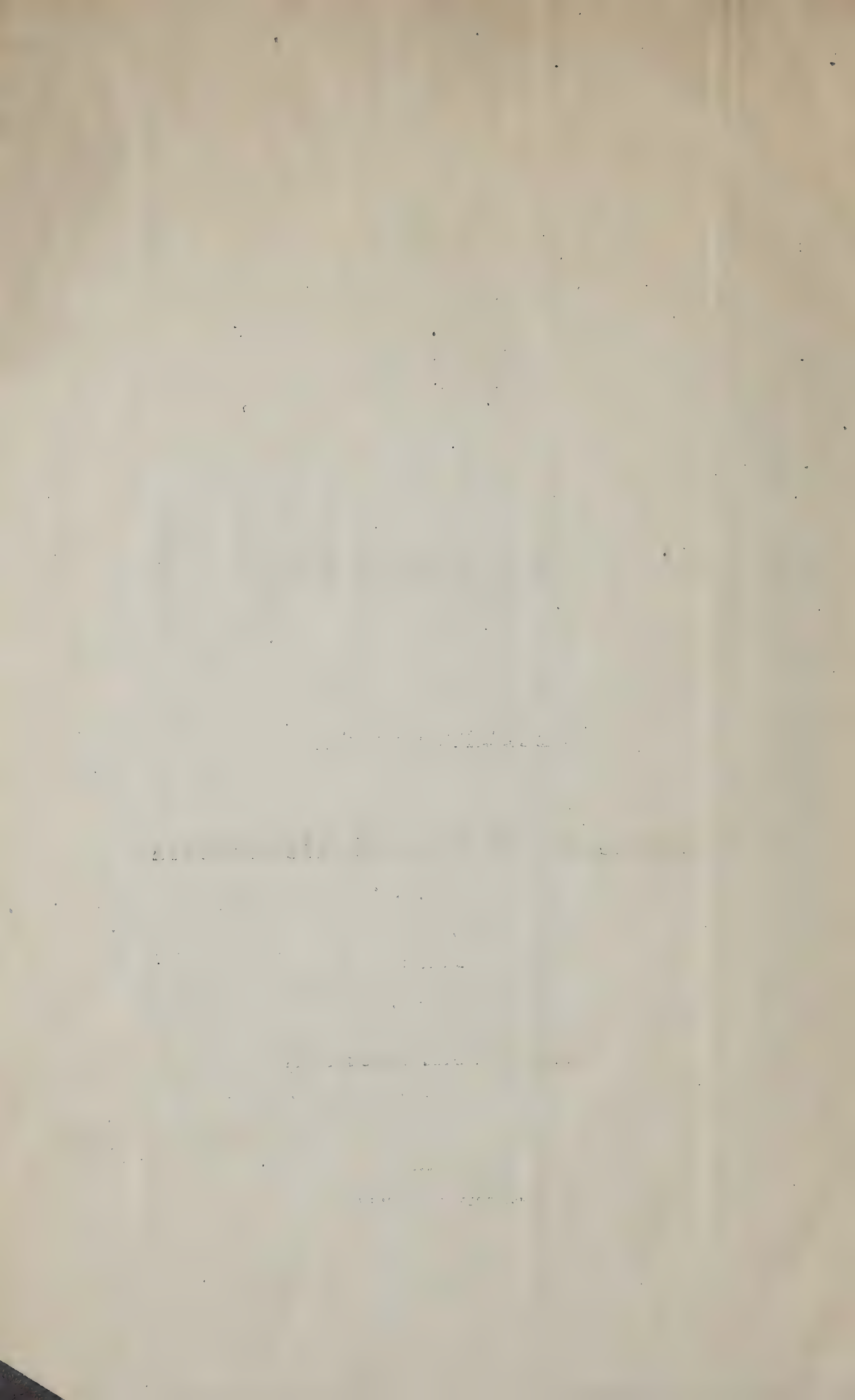
**CALCUTTA :**

**THE BENGAL SECRETARIAT BOOK DEPOT.**

**1923.**

UNIVERSITY MICROFILMS  
SERIALS ACQUISITION  
300 N. ZEEB RD.  
ANN ARBOR MI 48106





# DEPARTMENT OF FISHERIES, BENGAL.

## BULLETIN No. 20.

### Statistics of fish imported into Calcutta for the year ending 31st March 1923.

THE statistics relating to import of raw fish to Calcutta during the year 1922-23 have been collected and tabulated in this department. In previous years the work was done by the Director of Statistics. The figures for the last five years are as follows :—

			Mds.	Tons.
1918-19	...	...	306,037	= 11,242
1919-20	...	...	312,975	= 11,497
1920-21	...	...	370,119	= 13,596
1921-22	...	...	417,684	= 15,343
1922-23	...	...	435,194	= 15,987

An increase of 17,510 maunds (644 tons) or about 4·2 per cent. over the last year's imports and 17·5 per cent. over the figures for 1920-21 is thus indicated. The railway companies brought about 81 per cent. of the total imports; 3·6 per cent. came by the canals and 13 per cent. by road. Of the railway companies, the Eastern Bengal Railway was, as usual, responsible for bringing the largest quantity of fish, viz., 59·5 per cent. of the total imports; the Bengal-Nagpur Railway carried about 8 per cent., the Barasat-Basirhat Light Railway about 7 per cent., Assam-Bengal Railway 4 per cent. and all other railway companies together about 2·5 per cent.

The most important sources of fish supply to Calcutta markets are the Padma, the Sunderbans estuaries and the Chilka in Orissa. Very large quantities of hilsa, carp and several other species of freshwater fishes come mostly by rail but partly by steamer from the East Bengal. Goalundo, as usual, was the largest exporting centre with the record figure of 60,625 maunds (2,227 tons) during the year under report. Large quantities of jaola fish (koi, magur, singhee, etc.) from the beel areas in Faridpur, Jessore and Khulna were formerly sent in country boats through the canals, but owing most probably to improved means of communication, imports by the canal routes have greatly decreased within the last few years as will be seen from the following figures :—

				Mds.
1919-20	...	...	...	29,869
1920-21	...	...	...	22,200
1921-22	...	...	...	19,377
1922-23	...	...	...	15,901

Imports from the Chilka of mullets and several other brackish water species which are usually booked from Kaluparaghat, Balugaon and Rambha, all on the Bengal-Nagpur Railway, show a little decrease as compared with the last year's figures :—

			1921-22.	1922-23.
			Mds.	Mds.
Kaluparaghat	...	...	25,114	18,623
Balugaon	...	...	4,658	7,439
Rambha	...	...	3,057	2,136
Total	...	...	32,829	28,198

Canning and Hasnabad are the two most important centres of export from the Sunderbans. Large quantities of estuarine fishes such as *bhekti*, *bhangan*, *parsia*, etc., and crustacea such as prawns, crabs, etc., are daily brought to Calcutta by rail from these two places. It may be observed here that the fishing grounds in the Sunderbans, being scattered over extensive areas, and the transportation facilities being comparatively very poor, the fishermen are often compelled to dispose of their catches locally at nominal prices. Sometimes even, large quantities which cannot be disposed of, are destroyed. With the introduction of fast motor boat carriers in these areas and establishment of more collecting depôts and despatching centres, a far larger supply of fish to the Calcutta markets could be ensured.

R. S. FINLOW,  
*Offg. Director of Agriculture, Bengal,*  
*in charge of Fisheries.*

CALCUTTA,  
*The 27th September 1923.*

**Abstract statement of total imports of fish into Calcutta via all routes for the five years ending 1922-23.**

Routes.	1918-19.	1919-20.	1920-21.	1921-22.	1922-23.
	Mds. Srs. Tons.	Mds. Srs. Tons.	Mds. Srs. Tons.	Mds. Srs. Tons.	Mds. Srs. Tons.
<i>I.—Railways.</i>					
Assam-Bengal ... ..	5,630 10= 206 83	1,399 10= 51 40	12,794 26= 470 01	23,662 21= 889 23	17,673 0 = 649 23
Barasat-Basirhat Light ... ..	10,116 0= 371 61	16,993 0= 624 23	31,354 0= 1,151 78	32,320 0= 1,187 27	30,428 0 = 1,117 69
Bengal Provincial ... ..	408 26= 15 01	469 15= 17 25	225 11= 8 28	1 0= 0 04	Nil.
Bengal-Nagpur ... ..	22,802 22= 837 64	29,290 8= 1,075 96	35,975 33= 1,321 56	43,868 10= 1,611 48	34,669 11 = 1,273 56
Bengal and North-Western ... ..	5,210 39= 191 42	2,473 27= 90 86	1,129 0= 41 47	340 18= 12 50	256 2 = 9 40
Eastern Bengal ... ..	161,948 39= 5,949 15	166,825 17= 6,128 26	198,868 15= 7,305 37	230,603 18= 8,471 14	259,983 4½= 9,540 29
East Indian ... ..	6,112 34= 224 55	8,036 18= 295 22	6,696 16= 245 09	5,465 3= 200 75	4,918 2 = 180 58
Howrah-Amta Light ... ..	1,055 0= 38 75	1,918 0= 70 46	1,377 0= 50 58	726 0= 26 67	1,908 0 = 70 09
Howrah-Sheakhala Light ... ..	Nil	Nil	3 0= 0 11	8 0= 0 30	1 0 = 0 04
Kalighat-Falta ... ..	269 0= 9 88	Nil	Nil	1,214 10= 44 60	2,520 0 = 92 57
Total by all railways ...	213,554 10= 7,844 84	227,405 15= 8,353 65	288,423 20=10,595 15	338,209 0=12,423 99	352,054 12½=12,933 50
<i>II.—Steamers.</i>					
Calcutta Steam Navigation Co. ...	322 10= 11 84	274 20= 10 09	28 20= 1 05	344 0= 12 64	112 20 = 4 13
<i>III.—Country boats.</i>					
Calcutta Canals ... ..	22,370 0= 821 76	29,869 0= 1,097 23	22,200 0= 815 51	19,377 0= 711 81	15,901 0 = 584 12
Port Commissioners' wharves ...	1,317 0= 48 38	1,062 9= 39 02	1,029 10= 37 81	1,248 17= 43 86	10,507 11 = 385 90
Total by boats ...	23,687 0= 870 14	30 931 9= 1,136 25	23,229 10= 853 32	20,625 17= 755 67	26,408 11 = 970 10
<i>IV.—Road.</i>					
Total by road, ...	68,473 37= 2,515 37	54,364 30= 1,997 07	58 438 10= 2,146 71	58,506 7= 2,149 20	56,619 11 = 2,079 88
GRAND TOTAL OF IMPORTS BY ALL ROUTES.	308,037 17=11,242 19	312,975 34= 11,497 06	370,119 20=13,596 23	417,684 24=15,343 50	435,194 21½=15,987 61





## II.—DETAILED STATEMENT OF FISH IMPORTED INTO CALCUTTA\* DURING THE YEAR ENDING THE 31st MARCH 1923.

### I.—By Rail.

Names of places from which exported.		Weight.			
		Mds.	srs.		Tons.

(1) *Assam-Bengal Railway*—

Ashuganj Bazar	...	...	6,417	0	=	235·73
Bhairab Bazar	...	...	60	0	=	2·20
Fenchuganj Ghat	...	...	1,100	0	=	40·41
Kuliarchar	...	...	8,249	0	=	303·02
Narsingdi	...	...	230	0	=	8·45
Nilganj ...	...	...	1,619	0	=	59·47
Total		...	17,675	0	=	649·28

Total for 1921-22	...	...	23,662	21	=	869·23
“ “ 1920-21	...	...	12,794	26	=	470·01
“ “ 1919-20	...	...	1,399	10	=	51·40
“ “ 1918-19	...	...	5,630	10	=	206·83

### (2) *Barasat-Basirhat Light Railway*—

Aminpur	...	13	0	=	0·48
Arbalia	...	86	0	=	3·16
Basirhat	...	7,474	0	=	274·56
Baliaghata Bridge	...	93	0	=	3·42
Berachampa	...	179	0	=	6·57
Deganga	...	5	0	=	0·18
Dhankuria Gain Garden	...	94	0	=	3·45
Haroakhal	...	3,161	0	=	116·12
Hasnabad	...	19,101	0	=	701·67
Kharibaria	...	48	0	=	1·76
Kholapota	...	6	0	=	0·22
Langalpota	...	6	0	=	0·22
Shikra-Kulingram	...	1	0	=	0·04
Taki Road	...	159	0	=	5·84
Total	...	30,426	0	=	1,117·69
Total for 1921-22	...	32,320	0	=	1,187·27
„ „ 1920-21	...	31,354	0	=	1,151·78
„ „ 1919-20	...	16,993	0	=	624·23
„ „ 1918-19	...	10,116	0	=	371·61

### (3) *Bengal Provincial Railway*—

Total for 1921-22	...	1	0	=	0·04
„ „ 1920-21	...	225	11	=	8·28
„ „ 1919-20	...	469	15	=	17·25
„ „ 1918-19	...	408	26	=	15·01

\* The town of Calcutta with Howrah and Kidderpore Docks.

Names of places from which exported,

Weight.

Mds. srs.

Tons.

(4) *Bengal-Nagpur Railway—*

Adra ...	...	13	1	=	0.48
Andul ...	...	6	27	=	0.24
Bagnan ...	...	136	13	=	5.01
Bahanga Bazar ...	...	640	35	=	23.55
Balasore ...	...	764	35	=	28.09
Balugaon ...	...	7,439	26	=	273.29
Berhampur ...	...	6	0	=	0.22
Bhadrak ...	...	3	34	=	0.14
Bhogpur ...	...	3	10	=	0.12
Chandrapur ...	...	3	0	=	0.11
Chatrapur ...	...	1,372	27	=	50.43
Contai Road ...	...	8	4	=	0.29
Cuttack ...	...	25	2	=	0.92
Dantan ...	...	3	0	=	0.11
Deolti ...	...	251	38	=	9.26
Fuleswar ...	...	888	34	=	32.65
Ganjam ...	...	158	21	=	5.83
Garh Madhupur ...	...	4	10	=	0.15
Ichchapuram Ganjam ...	...	5	11	=	0.19
Jajpur Road ...	...	42	39	=	1.58
Jellasore ...	...	2	30	=	0.10
Jenapur ...	...	74	4	=	2.72
Jhalda ...	...	13	0	=	0.48
Kalikota ...	...	6	3	=	0.22
Kaluparaghat ...	...	18,623	23	=	684.14
Khargpur ...	...	8	0	=	0.29
Khurda Road ...	...	37	35	=	1.39
Kolaghat ...	...	1,155	36	=	42.47
Kulgachia ...	...	25	30	=	0.95
Machada ...	...	30	31	=	1.12
Madpur ...	...	12	38	=	0.48
Midnapur ...	...	0	30	=	0.03
Palasa ...	...	3	37	=	0.14
Panchkura ...	...	9	30	=	0.36
Puri ...	...	405	11	=	14.89
Purulia ...	...	4	13	=	0.15
Rambha ...	...	2,136	23	=	78.49
Sankrail ...	...	10	15	=	0.38
Silli ...	...	5	38	=	0.22
Soro ...	...	1	20	=	0.05
Ulubaria ...	...	316	19	=	11.63
Unsani ...	...	5	18	=	0.20

Total	...	34,669	11	=	1,273.56
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Total for 1921-22	...	43,868	10	=	1,611.48
" " 1920-21	...	35,975	33	=	1,321.56
" " 1919-20	...	29,290	8	=	1,075.96
" " 1918-19	...	22,802	22	=	837.64

(5) *Bengal and North-Western Railway—*

Mahesh Khan ...	...	6	20	=	0.24
Makhana Bazar ...	...	249	22	=	9.16

Total	...	256	2	=	9.40
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Total for 1921-22	...	340	18	=	12.50
" " 1920-21	...	1,129	0	=	41.47
" " 1919-20	...	2,473	27	=	90.86
" " 1918-19	...	5,210	39	=	191.42

Names of places from which exported.

Weight.	
Mds. srs.	Tons.

(6) *Eastern Bengal Railway—*(a) *Eastern Section—*

Alamdanga	...	...	109 30	=	4.04
Aranghata	...	...	31 0	=	1.14
Banpur	...	...	68 13	=	2.52
Basantapur	...	...	10 0	=	0.36
Belgachi	...	...	4,935 0	=	181.29
Bhairamara	...	...	596 0	=	21.89
Bogoola	...	...	98 30	=	3.63
Charaikole	...	...	2 30	=	0.10
Choodanga	...	...	233 16	=	8.58
Damukdia	...	...	2,474 13	=	90.89
Darsana	...	...	186 2	=	6.84
Faridpur	...	...	647 9	=	23.78
Goalbathan	...	...	11 34	=	0.43
Goalundo	...	...	60,625 27	=	2,227.07
Halsa	...	...	104 19	=	3.83
Ishurdi	...	...	34 27	=	1.27
Jagati	...	...	185 25	=	6.82
Joyrampur	...	...	20 30	=	0.76
Kalukhali	...	...	627 35	=	23.07
Khoksa	...	...	99 35	=	3.67
Kumarkhali	...	...	40 25	=	1.49
Kushtia	...	...	8,413 34	=	309.08
Kushtia Court	...	...	36 5	=	1.33
Machpara	...	...	18 30	=	0.68
Mirpur	...	...	2 30	=	0.10
Munshiganj	...	...	10 20	=	0.38
Nilmaniganj	...	...	6 20	=	0.23
Paksey	...	...	1,948 0	=	71.56
Pangsa	...	...	573 7	=	21.05
Poradah	...	...	42 0	=	1.54
Raita	...	...	810 12	=	29.76
Rajbari	...	...	158 20	=	5.83
Ranaghat	...	...	1 0	=	0.04
Sibnibash	...	...	42 30	=	1.57
Shivarampur	...	...	10 0	=	0.36
Shimurali	...	...	6 0	=	0.22
Total	...	...	83,224 8	=	3,057.20

(b) *Central Section—*

Bamangachi	...	...	15 15	=	0.56
Barasat	...	...	26 20	=	0.97
Bejerdanga	...	...	215 10	=	7.90
Benapol	...	...	22 22	=	0.83
Bongong	...	...	468 21	=	17.20
Chandpara	...	...	31 10	=	1.14
Chengutia	...	...	165 10	=	6.08
Daulatpur	...	...	5,275 30	=	193.81
Dogachea	...	...	12 0	=	0.45
Duttapukur	...	...	84 26	=	3.12
Gangnapur	...	...	5 20	=	0.20
Gobardanga	...	...	31 17	=	1.15
Godkbali	...	...	16 20	=	0.61
Gopalnagar	...	...	5 30	=	0.21
Guma	...	...	55 30	=	2.04
Habra	...	...	20 10	=	0.75
Hridaypur	...	...	2 0	=	0.07
Jessore	...	...	26 23	=	0.97
Jhikargachaghat	...	...	132 18	=	4.87
Khulna	...	...	5,799 17	=	213.05
Madhyamgram	...	...	4 10	=	0.15



Names of places from which exported.

		Weight	
Mds.	srs.	Tons.	

(6) *Eastern Bengal Railway—contd.*(b) Central Section—*concl'd.*

Majirgram	...	...	3	0	=	0.11
Maslandpur	...	...	22	20	=	0.83
Nabharan	...	...	16	30	=	0.61
Nawapara	...	...	1,945	10	=	71.46
Phultala	...	...	468	0	=	17.19
Rupdia ...	...	...	23	2	=	0.84
Singia ...	...	...	4,810	30	=	176.73
Total	...	...	19,706	11	=	723.90

## (c) Northern Section—

Atrai ...	...	...	4,985	27	=	183.15
Basudebpur	...	...	3	38	=	0.14
Charkai ...	...	...	2	0	=	0.07
Gopalpur	...	...	2	10	=	0.08
Madhnagar	...	...	190	30	=	7.00
Nattore ...	...	...	35	0	=	1.28
Raninagar	...	...	64	5	=	2.35
Santahar	...	...	73	38	=	2.72
Saraghat	...	...	4,000	17½	=	146.95
Teestamukghat	...	...	14	25	=	0.53
Total	...	...	9,372	30½	=	344.27

## (d) Southern Section—

Basuldanga	...	...	1	0	=	0.04
Budge-Budge	...	...	873	11	=	32.08
Canning	...	...	22,018	11	=	808.84
Champahati	...	...	74	22	=	2.74
Dhamuah	...	...	46	30	=	1.72
Diamond Harbour	...	...	1,260	8	=	46.29
Garia ...	...	...	39	0	=	1.43
Ghootiari Shariff	...	...	63	34	=	2.34
Mallickpur	...	...	1,072	32	=	39.40
Mograhat	...	...	2,279	0	=	83.72
Piali ...	...	...	137	27	=	5.06
Sonarpur	...	...	151	5	=	5.55
Songrapur	...	...	5	32	=	0.21
Taldi ...	...	...	72	0	=	2.64
Total	...	...	28,095	12	=	1,032.06

## (e) Murshidabad Section—

Beldanga	...	...	625	22	=	22.98
Berhampur Court	...	...	265	32	=	9.76
Bethnadahari	...	...	70	14	=	2.58
Bhabta ...	...	...	83	34	=	3.08
Bhagwangola	...	...	54	16	=	1.99
Birnagar	...	...	2	13	=	0.85
Dhubulia	...	...	21	32	=	0.80
Kasimbazar	...	...	132	13	=	4.86
Jeaganj	...	...	10	4	=	0.37
Lalgolaghat	...	...	251	3	=	9.22
Murshidabad	...	...	122	10	=	4.49
Nashipur Road	...	...	2	30	=	0.10
Plassey	...	...	100	34	=	3.70

Names of places from which exported.

Weight.	
Mds.	srs.
Tons.	

(6) *Eastern Bengal Railway*—contd.(e) *Murshidabad Section*—concl'd.

Rejinagar	...	...	99	15	=	3.65
Sargachi	...	...	164	30	=	6.05
Total	...	...	2,007	22	=	74.48

(f) *Assam-Bihar Section*—

Amingaon	...	...	16	0	=	0.58
Barsoi	...	...	0	19	=	0.02
Bhaluka Road	...	...	93	0	=	3.41
Bogra	...	...	3	7	=	0.11
Dhubri	...	...	305	10	=	11.21
Eklakhi	...	...	40	10	=	1.48
Dandkhara	...	...	29	0	=	1.06
Godagari Ghat	...	...	852	1	=	31.29
Harischandrapur	...	...	0	6	=	0.005
Fulchari	...	...	2	10	=	0.08
Gauripur	...	...	19	35	=	0.73
Lava	...	...	54	30	=	2.00
Mabimaganj	...	...	4	24	=	0.16
Malda	...	...	6	0	=	0.22
Jhana	...	...	0	7	=	0.006
Kachua	...	...	1	29	=	0.06
Kurigram	...	...	4	30	=	0.17
Rohanpur	...	...	74	25	=	2.78
Shamsi	...	...	9	0	=	0.33
Nachaul	...	...	9	12	=	0.34
Rayganj	...	...	1	19	=	0.54
Total	...	...	1,527	34	=	56.58

(g) *Sara-Serajgunge Section*—

Bhangoora	...	...	10,703	5	=	393.17
Chatmohar	...	...	146	20	=	5.38
Dilpashar	...	...	2,476	24	=	90.93
Goakhora	...	...	395	10	=	14.51
Jamtoil	...	...	2	10	=	0.08
Kalia Haripur	...	...	5	20	=	0.20
Lahirimohanpur	...	...	3,551	25	=	130.46
Muladuli	...	...	0	10	=	0.01
Salop	...	...	3	30	=	0.14
Saratnagar	...	...	464	34	=	17.07
Serajgunge Bazar	...	...	1,146	20	=	42.11
Ullapara	...	...	230	33	=	8.47
Total	...	...	19,127	1	=	702.53

(h) *Khulna-Bagerhat Section*—

Bagerhat	...	...	1,442	3	=	52.97
Bahirdia	...	...	30	20	=	1.12
Jatrapur	...	...	2,815	15	=	103.42
Mulghor	...	...	1,012	10	=	37.18
Total	...	...	5,300	8	=	194.69

(i) *Jessore-Jhenida Section*—

Churamunkhata	...	...	3	10	=	0.11
Jhenida	...	...	43	0	=	1.58
Prasannanagar	...	...	1	0	=	0.04
Total	...	...	47	10	=	1.73

Names of places from which exported.

Weight.	
Mds.	srs.
Tons.	

(6) *Eastern Bengal Railway*—contd.(j) *Dacca Section*—

Dacca ...	...	...	378	13	=	13·89
Mymensingh ...	...	...	155	7	=	5·70
Narayanganj ...	...	...	21,968	30	=	807·01
Total	...	...	22,502	10	=	826·60

(k) *Partly rail and partly river-borne traffic*—(1) *India General Navigation and Railway Company*—

Bahar ...	...	...	2,762	27	=	101·49
Chalmugra ...	...	...	26	35	=	0·98
Chandpur ...	...	...	1,124	29	=	41·32
Gobratata ...	...	...	2	6	=	0·08
Jalaldi ...	...	...	4,872	0	=	178·89
Kadirpur ...	...	...	4,853	36	=	178·32
Kanchanpur ...	...	...	4,235	26	=	155·60
Kutubpurpadma...	...	...	5	10	=	0·19
Mainot ...	...	...	2,466	20	=	90·61
Mawah ...	...	...	44	10	=	1·62
Megnamuth ...	...	...	1	30	=	0·06
Nandalalpur ...	...	...	1,472	15	=	54·09
Narisha ...	...	...	873	20	=	32·09
Narsingdi ...	...	...	233	8	=	8·57
Nawabganj ...	...	...	71	0	=	2·62
Patibona ...	...	...	72	30	=	2·68
Premtali ...	...	...	112	15	=	4·14
Rajkhara ...	...	...	949	15	=	34·87
Rajshai ...	...	...	19	20	=	0·72
Sardah ...	...	...	1	38½	=	0·07
Shatnal ...	...	...	164	27	=	6·05
Sureshur ...	...	...	265	9½	=	9·75
Tarpasa ...	...	...	2,289	1	=	84·09
Tepakholā ...	...	...	7,401	10	=	271·89
Total	...	...	34,321	38	=	1,260·79

(2) *Rivers Steam Navigation Company*—

Aricha ...	...	...	257	15	=	9·45
Bardal ...	...	...	444	17	=	16·32
Benani ...	...	...	373	0	=	13·70
Bhattaghat ...	...	...	5	0	=	0·18
Chalna ...	...	...	636	12½	=	23·37
Dakope ...	...	...	117	30	=	4·32
Domesha ...	...	...	7	20	=	0·27
Ghatbhoge ...	...	...	5	20	=	0·20
Gopalganj ...	...	...	4,864	25	=	178·70
Jagannathganjghat	...	...	252	15	=	9·27
Jobsa ...	...	...	74	30½	=	2·75
Kali ...	...	...	1	0	=	0·04
Kaligram ...	...	...	1,089	17	=	40·02
Katipara ...	...	...	15	0	=	0·55
Khajuria ...	...	...	7	0	=	0·26
Madaripore ...	...	...	225	9	=	8·27
Nagarbari ...	...	...	312	30	=	11·49

Names of places from which exported.

Weight.	
Mds.	srs.
Tons.	

(6) *Eastern Bengal Railway*—concl'd.

(k) Partly rail and partly river-borne traffic—concl'd.

## (2) Rivers Steam Navigation Company—concl'd.

Naldi	...	...	1,217	10	=	44.71
Natun Bharanga...	...	...	15	2	=	0.55
Nilkundi	...	...	73	27	=	2.70
Paikgacha	...	...	4	20	=	0.16
Palong	...	...	5	0	=	0.18
Pathgate	...	...	2,335	17	=	85.79
Porabari	...	...	17	20	=	0.64
Rajair	...	...	1,984	20	=	72.90
Raruli	...	...	3	3	=	0.11
Sadhugunge	...	...	1,735	35	=	63.76
Sindiaghat	...	...	14,627	32	=	537.35
Tona	...	...	637	5	=	23.40
Ulpur	...	...	3,104	28	=	114.05
Total	...	...	34,450	20	=	1,265.46

Total for Eastern Bengal  
Railway ...

259,683 4½ = 9,540.29

Total for 1921-22 ... 230,603 18 = 8,471.14

„ „ 1920-21 ... 198,868 15 = 7,305.37

„ „ 1919-20 ... 166,825 17 = 6,128.26

„ „ 1918-19 ... 161,948 39 = 5,949.15

(7) *East Indian Railway*—

## (a) Main Line—

Barh	...	...	160	8	=	5.88
Belmuri	...	...	286	23	=	10.53
Boinchi	...	...	57	8	=	2.10
Chandanpur	...	...	12	38	=	0.48
Chinpai	...	...	0	30	=	0.03
Chinsurah	...	...	4	0	=	0.14
Dhulian-Ganges	...	...	198	27	=	7.30
Gurpa	...	...	204	19	=	7.51
Jaugram	...	...	93	26	=	3.45
Kaikala	...	...	2	15	=	0.08
Khanyan	...	...	7	10	=	0.26
Magra	...	...	49	30	=	1.83
Mankatha	...	...	40	10	=	1.49
Masagram	...	...	7	4	=	0.26
Memari	...	...	13	20	=	0.49
Mokameh	...	...	210	33	=	7.75
Nimtita	...	...	7	13	=	0.26
Pandooah	...	...	430	20	=	15.82
Patna Junction	...	...	13	18	=	0.49
Sadisopur	...	...	3	10	=	0.12
Sajanipara	...	...	4	8	=	0.15
Simlagarh	...	...	105	26	=	3.88
Total	...	...	1,913	36	=	70.30



Names of places from which exported.

Weight.

Mds. srs.	Tons.
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(7) *East Indian Railway—concl'd.*

## (b) Loop Line—

Bariarpur	...	...	4	31	=	0.17
Bhagalpur	...	...	336	33	=	12.38
Burhee	...	...	96	22	=	3.55
Colgong	...	...	1,080	30	=	39.70
Dumra	...	...	28	15	=	1.04
Ghogha	...	...	72	20	=	2.66
Kajra	...	...	140	16	=	5.16
Maharajpur	...	...	65	10	=	2.40
Monghyr	...	...	545	20	=	20.04
Pirpainti	...	...	188	15	=	6.92
Rajmehal	...	...	170	10	=	6.25
Sabour	...	...	34	37	=	1.28
Sahebganj	...	...	10	35	=	0.40
Sakrigali Junction	...	...	193	20	=	7.11
Sultangunge	...	...	33	12	=	1.22
Total	...	...	3,002	6	=	110.28
Total for East Indian Railway			4,916	2	=	180.58
Total for 1921-22	...	...	5,465	3	=	200.75
" " 1920-21	...	...	6,696	15	=	245.99
" " 1919-20	...	...	8,036	18	=	295.22
" " 1918-19	...	...	6,112	34	=	224.55

(8) *Howrah-Amta Light Railway—*

Amta	...	...	1,073	0	=	39.42
Antpur	...	...	36	0	=	1.32
Bargachia	...	...	205	0	=	7.53
Dakhinbari	...	...	157	0	=	5.77
Dumjur	...	...	18	0	=	0.66
Echanuggurree	...	...	3	0	=	0.11
Jalalsi	...	...	40	0	=	1.47
Jangipara	...	...	64	0	=	2.35
Jhingrah	...	...	1	0	=	0.04
Munshirhat	...	...	220	0	=	8.08
Panpur	...	...	45	0	=	1.65
Patihal ...	...	...	7	0	=	0.26
Piyasara	...	...	32	0	=	1.17
Prosadpur	...	...	7	0	=	0.26
Total	...	...	1,908	0	=	70.09
Total for 1921-22	...	...	726	0	=	26.67
" " 1920-21	...	...	1,377	0	=	50.58
" " 1919-20	...	...	1,918	0	=	70.46
" " 1918-19	...	...	1,055	0	=	38.75

(9) *Howrah-Sheakhala Light Railway—*

Chanditala	...	...	1	0	=	0.04
Total	...	...	1	0	=	0.04
Total for 1921-22	...	...	8	0	=	0.30
" " 1920-21	...	...	3	0	=	0.11
" " 1919-20	...	...	Nil		=	Nil
" " 1918-19	...	...	Nil		=	Nil

Names of places from which exported.		Weight.			
		Mds. srs.		Tons.	
(10) <i>Kalighat-Falta Railway</i> —*					
Gholeshapur	...	...	2,486	0	= 91·32
Majherhat	...	...	34	0	= 1·25
Total		...	2,520	0	= 92·57
Total for 1921-22		...	1,214	10	= 44·60
" " 1920-21		...	Nil		= Nil
" " 1919-20		...	Nil		= Nil
" " 1918-19		...	269	0	= 9·88

## II.—By Inland Steamers.

### *Calcutta Steam Navigation Company*—

Boragachi	...	50	20	=	1·86
Gewankhali	...	8	5	=	0·30
Goriapol	...	5	20	=	0·20
Naldari	...	19	0	=	0·69
Raipur	...	5	20	=	0·20
Uluberia	...	23	35	=	0·88
Total	...	112	20	=	4·13
Total for 1921-22	...	344	0	=	12·64
" " 1920-21	...	28	20	=	1·05
" " 1919-20	...	274	20	=	10·09
" " 1918-19	...	322	10	=	11·84

## III.—By Country Boats.

(a) Quantity landed within the jurisdiction of the Calcutta Port Commissioners' inland vessels wharves and also the quantity carried by ferry steamers

...	10,507	11†	=	385·98†
Total	10,507	11†	=	385·98†
Total for 1921-22	1,248	17	=	43·86†
" " 1920-21	1,029	10†	=	37·81†
" " 1919-20	1,062	9†	=	39·02†
" " 1918-19	1,317	0†	=	48·38†

(b) *Calcutta Canals* :—

Ajmir	...	15	0	=	0·55
Akrakhola	...	15	0	=	0·55
Alaipur	...	16	0	=	0·58
Amta	...	510	0	=	18·73
Angaria	...	20	0	=	0·73
Ariakhal	...	25	0	=	0·92
Attapore	...	15	0	=	0·55
Babugacha	...	30	0	=	1 10
Babuganj	...	110	0	=	4·04
Bahuli	...	514	0	=	18·88
Bamandanga	...	90	0	=	3·30
Bamanghata	...	265	0	=	9·73
Bantolla	...	220	0	=	8·08

\* Opened in 1918.

Represents the imports of raw fish netted in the river between Budge-Budge and Garden Reach.

Names of places from which exported.

Weight.		
Mds.	srs.	Tons.

(b) Calcutta Canals—*contd.*

Bardal	...	...	890	0	=	32.69
Bargona	...	...	110	0	=	4.04
Basirhat	...	...	25	0	=	0.92
Bhanga	...	...	45	0	=	1.65
Bhangarbeel	...	...	55	0	=	2.02
Bhangore	...	...	10	0	=	0.36
Bhatabara	...	...	25	0	=	0.92
Bhola	...	...	10	0	=	0.36
Bikrampur	...	...	560	0	=	20.57
Beali	...	...	20	0	=	0.73
Boga	...	...	20	0	=	0.73
Chaglada	...	...	405	0	=	14.87
Charghat	...	...	75	0	=	2.76
Degolia	...	...	10	0	=	0.36
Durgapur	...	...	25	0	=	0.92
Ellarchak	...	...	100	0	=	3.67
Fakirhat	...	...	27	0	=	0.99
Fultala	...	...	25	0	=	0.92
Gajerhat	...	...	130	0	=	4.78
Garaikhals	...	...	120	0	=	4.41
Ghatal	...	...	10	0	=	0.36
Ghusari	...	...	1,025	0	=	37.68
Gobindapur	...	...	15	0	=	0.55
Golambari	...	...	10	0	=	0.36
Gopalganj	...	...	10	0	=	0.36
Goraikhal	...	...	20	0	=	0.73
Hariharnagar	...	...	60	0	=	2.21
Haskhali	...	...	25	0	=	0.92
Hasnabad	...	...	25	0	=	0.92
Hatgacha	...	...	10	0	=	0.36
Hogla	...	...	30	0	=	1.10
Itna	...	...	120	0	=	4.41
Jabna	...	...	15	0	=	0.55
Jalerpash	...	...	30	0	=	1.10
Jhalakati	...	...	15	0	=	0.55
Jaynagore	...	...	10	0	=	0.36
Kaisira	...	...	15	0	=	0.55
Kalabaria	...	...	15	0	=	0.55
Kalia	...	...	675	0	=	24.82
Kaliganj	...	...	90	0	=	3.30
Kaligram	...	...	120	0	=	4.41
Kalinagar	...	...	15	0	=	0.55
Kalna	...	...	5	0	=	0.18
Kamar	...	...	50	0	=	1.84
Kapilmony	...	...	205	0	=	7.53
Katwa	...	...	5	0	=	0.18
Keargati	...	...	5	0	=	0.18
Keshabpur	...	...	330	0	=	12.13
Khaijapur	...	...	25	0	=	0.92
Khatiskhali	...	...	75	0	=	2.76
Khardah	...	...	15	0	=	0.55
Khari	...	...	10	0	=	0.36
Kharki	...	...	275	0	=	10.11
Kharrica	...	...	10	0	=	0.36
Khenga	...	...	30	0	=	1.10
Khulnaghat	...	...	260	0	=	9.56
Kola	...	...	40	0	=	1.47
Kotalipara	...	...	15	0	=	0.55
Lalmohon	...	...	5	0	=	0.18
Madaripur	...	...	10	0	=	0.36
Magura	...	...	130	0	=	4.78
Maigura	...	...	5	0	=	0.18
Mamudkhali	...	...	10	0	=	0.36

Names of places from which exported.

Weight.

	Mds.	srs.	=	Tons.
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(b) Calcutta Canals—*concl'd.*

Manipur	...	...	10	0	=	0.36
Maroligunge	...	...	20	0	=	0.73
Matibhuja	...	...	10	0	=	0.36
Matla	...	...	1,010	0	=	37.10
Mollakhali	...	...	10	0	=	0.36
Morrelgunge	...	...	40	0	=	1.47
Makundapur	...	...	45	0	=	1.65
Munshigunge	...	...	25	0	=	0.92
Mustapha	...	...	15	0	=	0.55
Naichawk	...	...	20	0	=	0.73
Nakipara	...	...	40	0	=	1.47
Naraingunge	...	...	10	0	=	0.36
Nawakhali	...	...	10	0	=	0.36
Nawapara	...	...	7	0	=	0.26
Palakdi	...	...	10	0	=	0.36
Pratapnagore	...	...	50	0	=	1.84
Rajari	...	...	25	0	=	0.92
Ramnagar	...	...	75	0	=	2.76
Ranaghat	...	...	25	0	=	0.92
Sagardari	...	...	5	0	=	0.18
Saidpur	...	...	20	0	=	0.73
Saleghat	...	...	10	0	=	0.36
Salepara	...	...	425	0	=	15.62
Serole	...	...	5	0	=	0.18
Shahpara	...	...	660	0	=	24.26
Shibpur	...	...	225	0	=	8.26
Shipsa	...	...	55	0	=	2.02
Soladana	...	...	115	0	=	4.23
Sulkea	...	...	240	0	=	8.82
Taki	...	...	3,322	0	=	122.13
Taldanga	...	...	65	0	=	2.39
Tardah	...	...	270	0	=	
Tarpassa	...	...	355	0	=	13.05
Telkalghat	...	...	195	0	=	7.17
Tentulia	...	...	10	0	=	0.36
Thakurdary	...	...	10	0	=	0.36
Toona	...	...	25	0	=	0.92
Tooshkhali	...	...	25	0	=	0.92
Total	...	...	15,901	0	=	584.12

Total for 1921-22	...	19,377	0	=	711.81
"    "    1920-21	...	22,200	0	=	815.51
"    "    1919-20	...	29,869	0	=	1,097.23
"    "    1918-19	...	22,370	0	=	821.76

## IV.—By Road.

Akrah	...	...	53	0	=	1.94
Aksara	...	...	25	0	=	0.92
Alambazar	...	...	753	0	=	27.67
Anandpur	...	...	922	0	=	33.88
Andul	...	...	453	0	=	16.65
Bajbarantola	...	...	41	0	=	1.51
Balijala	...	...	168	0	=	6.17
Baltigri	...	...	165	0	=	6.06
Bamangachi	...	...	546	0	=	20.06
Bandal	...	...	73	0	=	2.69
Bandarbil	...	...	132	10	=	4.87
Bankrah	...	...	145	0	=	5.33
Bantola	...	...	487	0	=	17.88



Names of places from which exported.

Weight.

		Mds. srs.		Tons.
Bantra	...	100	0 =	3·67
Barahanagar	...	825	0 =	30·33
Behala	...	22	0 =	0·80
Belgachia	...	29	0 =	1·06
Bhasha	...	362	0 =	13·30
Bhatchala	...	23	0 =	0·84
Bistupur	...	3,252	0 =	119·47
Budge-Budge	...	12	0 =	0·44
Bundel	...	81	0 =	2·97
Canning	...	3,408	0 =	125·20
Chak Jagordal	...	1,086	0 =	39·89
Chakraberia	...	536	0 =	19·69
Chamrail	...	105	0 =	3·85
Chamurat	...	137	0 =	5·03
Chanditala	...	4	0 =	0·14
Chingrighatta	...	56	0 =	2·05
Chowbaga	...	850	0 =	31·23
College Ghat	...	1,849	0 =	67·93
Cossipore	...	649	0 =	23·85
Dakhinbari	...	150	0 =	5·51
Dewara	...	193	0 =	7·09
Dhapa*	...	8,009	0 =	294·21
Domjur	...	175	0 =	6·42
Dorgatola	...	60	0 =	2·20
Dum-Dum	...	198	0 =	7·27
Ghuni	...	4	0 =	0·14
Gohalbati	...	266	0 =	9·77
Goniagachi	...	810	0 =	29·76
Gopalpur	...	17	0 =	0·62
Goriah	...	3,833	0 =	140·81
Hussumpur	...	71	0 =	2·60
Jadabpur	...	1,757	0 =	64·54
Janai	...	55	0 =	2·02
Jingerpole	...	42	0 =	1·54
Joypur	...	155	13 =	5·70
Kaikhali	...	3	0 =	0·11
Kalikapur	...	1,808	0 =	66·41
Kheyadah	...	74	0 =	2·72
Khorki	...	836	0 =	30·72
Khunderabad	...	29	0 =	1·06
Kolarkhal	...	185	0 =	6·79
Kona	...	136	0 =	5·00
Kowrapukur	...	6,158	0 =	226·21
Kristopur	...	4,639	0 =	170·42
Kustia	...	38	0 =	1·39
Lillooah	...	133	28 =	4·92
Makardah	...	250	0 =	9·18
Makhla	...	70	0 =	2·57
Mauri	...	47	0 =	1·72
Matiabruz	...	98	0 =	3·60
Nangi	...	48	0 =	1·76
Názirabad	...	73	0 =	2·68
Noapara	...	114	0 =	4·18
Pailan	...	336	0 =	12·35
Paulparah	...	123	0 =	4·52
Podra	...	333	0 =	12·23
Puddopukur	...	133	0 =	4·88
Rajapur (Howrah)	...	245	0 =	9·00
Rajapur (24-Parganas)	...	800	0 =	29·38
Raghunathpur	...	118	0 =	4·33
Rajganj	...	127	0 =	4·66
Sankrail	...	188	0 =	6·90
Santoshpur	...	7	0 =	0·25
Santragachi	...	534	0 =	19·62
Serkerpool	...	19	0 =	0·69

\* Including Chingrighatta.

Names of places from which exported.

			Weight.		
			Mds.	srs.	Tons.
Shalap	...	...	190	0 =	6.98
Shanpur	...	...	180	0 =	6.61
Shibpookur	...	...	1,351	0 =	49.64
Sinthe	...	...	143	0 =	5.25
Syamnagore	...	...	3,353	0 =	123.18
Tetulberia	...	...	30	0 =	1.10
Tetulkuli	...	...	2	0 =	0.07
Thakurpukur	...	...	227	0 =	8.35
Thanamakura	...	...	24	0 =	0.88
Utchhabati	...	...	272	0 =	9.99
Total	...	...	56,619	11 =	2,079.88

Total for 1921-22	...	...	58,506	7½ =	2,149.20
" " 1920-21	...	...	58,438	10¼ =	2,146.71
" " 1919-20	...	...	54,364	30 =	1,997.07
" " 1918-19	...	...	68,473	37 =	2,515.37





# AGENTS IN INDIA.

## BENGAL.

Messrs. A. H. Wheeler & Co., Calcutta.  
 Messrs. B. Banerjee & Co., 25, Cornwallis Street, Calcutta.  
 Messrs. Butterworth & Co. (India), Ltd., Calcutta.  
 Mr. G. N. Haldar, Calcutta.  
 The Indian School Supply Depôt, 309, Bowbazar, Calcutta.  
 The Proprietor, International Buddhist Book Depôt, 4, Chandney Chowk, 1st Lane, Calcutta.  
 Messrs. Lall Chand & Sons, 76, Lower Circular Road, Calcutta.  
 Rai M. C. Sarkar Bahadur & Sons, 90-2A, Harrison Road, Calcutta.  
 Messrs. Newman & Co., Calcutta.  
 Messrs. R. Cambray & Co., Calcutta.  
 Messrs. S. K. Lahiri & Co., Printers and Booksellers, College Street, Calcutta.  
 The Standard Literature Company, Limited, 13-1, Old Court House Street, Calcutta.  
 Messrs. Thacker, Spink & Co., Calcutta.  
 The Weldon Library, 18-5, Chowringhee Road, Calcutta.  
 The Young Men's Christian Association Press, Calcutta.  
 Babu Jadunath Haldar, Muktear, and Revenue Agent, Gorabazar, Murshidabad.  
 Babu S. C. Talukdar, Proprietor, Students & Co., Cooch Behar.

## BOMBAY.

Messrs. A. H. Wheeler & Co., Bombay.  
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 Messrs. D. B. Taraporewalla & Sons, Booksellers, 190, Hornby Road, Fort, Bombay.  
 Messrs. Gopal Narayan & Co., Bombay.  
 Mrs. Radhabai Atmaram Sagoon, Bombay.  
 Messrs. Ramchandra Govind & Son, Booksellers and Publishers, Kalbadevi, Bombay.  
 Mr. Ramnath Sunder, Bombay.  
 Messrs. Thacker & Co., Ltd., Bombay.  
 The Standard Bookstall, Karachi.  
 The Proprietor, New Kitabkhana, Poona.  
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 Messrs. Thompson & Co., Madras.  
 Messrs. V. Kalyanarama Iyer & Co., Booksellers, etc., Madras.  
 M. R. Rv. E. M. Gopalakrishna Kone, Madura.  
 Messrs. Vas & Co., Madura.

## CENTRAL PROVINCES.

The Manager, "Hitavada," Nagpur.

## UNITED PROVINCES.

Messrs. A. H. Wheeler & Co., Allahabad.  
 The Proprietor of the Newal Kishore Press, Lucknow.  
 Munshi Seeta Ram, Managing Proprietor, Indian Army Book Depôt, Jui, Cawnpore.  
 Manager, Imperial Book Depôt, Delhi.  
 Oxford Book and Stationery Co., Delhi.

## PUNJAB.

Rai Sahib M. Gulab Singh & Sons, Proprietors of the Mufid-i-am Press, Lahore, Punjab.  
 Messrs. Rama Krishna & Sons, Anarkali Street, Lahore.  
 Messrs. Thacker, Spink & Co., Simla.

## BURMA.

The Superintendent, American Baptist Mission Press, Rangoon.

## CEYLON.

Messrs. A. M. and J. Ferguson, Ceylon.

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 Messrs. Deighton Bell & Co., Ltd., Trinity Street, Cambridge.  
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 Messrs. E. Ponsonby, Limited, 116, Grafton Street, Dublin.  
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 Mr. Otto Harrassowitz, Leipzig.

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